Purpose

The purpose of this Standardized Operating Procedure (SOP) is to codify the process for redeploying equipment from this theater of operations. It is not meant to replace any operation orders but to supplement them with a "customer-oriented" focus that expedites troops and equipment to their ultimate destination. This SOP will explain the process and delegate responsibilities and roles each participant has in the process by identifying the critical steps that must be followed in order to successfully redeploy the unit's equipment from theater.

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TABLE OF CONTENTS

		PAGE
1.	Equipment Redeployment SOP	3
2.	Acronyms and Definitions	9
3.	Redeployment Process Diagram	13

ANNEXES

1. PRSS Requirements	1-1
2. Redeployment Orders Process	2-1
3. AMC Operations	3-1
4. TC AIMS II/DSB	4-1
5. Customs	5-1
6. Container Operations	6-1
7. Movement Control	7-1
8. Support Packages	8-1
9. Purging SOP	9-1
10. Washrack Operations	10-1
11. Sterile Yard	11-1
12. Seaport Operations	12-1
13. Safety	13-1

26 OCT 05

MEMORANDUM FOR Commanders, Coalition Forces Land Component Command (CFLCC), Camp Arifjan, Kuwait, APO AE 09366

SUBJECT: Equipment Redeployment Standard Operating Procedures

1. **References**:

A. CFLCC OIF OPORD 05-007
B. FM 100-17-5, Redeployment
C. CFLCC Handbook for Redeploying Units
D. Fort Eustis Transportation Movement SOP

2. **Purpose**: To provide a Standard Operating Procedure (SOP) to identify requirements for the redeployment of unit equipment. This Standard Operating Procedure identifies the process that is utilized to redeploy unit equipment.

3. **Scope**: Provide the commander guidance on redeploying his unit by identifying critical steps that must be followed in order to successfully redeploy the unit's equipment from theater.

4. **Redeployment Critical Steps**

a. **Unit Receives Redeployment Orders and Call Forward Message: (Annexes 1-7)**

(1) Unit begins planning and preparation to move to Redeployment Assembly Area (RAA). Development of redeployment concept and building of the Unit Line Numbers (ULNs) for moving cargo, personnel and equipment.

(2) Unit attends the Quarterly Movement Planning Conference. Be prepared to provide vehicle and container density list, support package requirements, HET and flatbed lift requirements, expected Port Support Activity (PSA) requirements, number of soldiers for washrack detail, and projected camp population for redeployment.

(3) BDE and higher schedules and attends Pre-Redeployment Site Survey (PRSS) NLT 60 days prior to ALD. Separate companies coordinate through higher for the information. (PRSS-Annex 1)

(4) Unit receives MNC-I redeployment Call Forward FRAGO 45 days prior to established Boots on Ground (BOG) Date. (Orders Process-Annex 2)

(5) BDE and higher provides liaison team to D/R Operations between 30-45 days prior to unit ALD. The COSCOM LNO will represent units smaller than BDE, Corps Separates, and COSCOM elements.

(6) Finalize Organizational Equipment List (OEL) to include the following information: Unit, UIC, LIN, Type, Model, and Bumper Number.

(7) Document PMCS on 5988-E/204 to determine serviceability of equipment.

(8) CFLCC C-4 will develop list and issue a FRAGO identifying what equipment will be harvested for APS-5 IAW DA FRAGOs, RECAP or RESET, Sustainment stockage. Additionally items may be harvested for secondary items and Sets, Kits, and Outfits (SKOs). Based upon this information, the UMO will build a separate ULN including only this equipment. (AMC-Annex 3)

(9) Prepare load plans and ensure that load teams are trained and have a unit HAZMAT certified officer provide HAZMAT certification.

(10) Coordinate with Deployment Support Brigade (DSB) for on-site Redeployment Support Team to provide TC-AIMS II support including vehicle preparation checklists. (TC-AIMS II-Annex 4)

(11) Coordinate with the Provost Marshall for customs training and instructions.

(12) Schedule container operations, identify all HAZMAT, and secure blocking and bracing materials.

(13) Schedule appointment for packing and the inspection of containers in Iraq at FOB with Customs. The unit completes all documentation before loading. Documentation includes hazardous shipping declarations, papers, labels, placards, load plans/cards, and packing lists. Original certification documents must move with containers. (Annex 4) (Customs-Annex 5) and (Containers-Annex 6)

(14) Submit transportation movement requests (TMRs) for containers to servicing Corps movement control team (MCT) 30 days in advance of requested pull date. (Movement Control-Annex 7)

(15) Submit TMRs for non-roadworthy equipment to servicing Corps MCT 14 days in advance of requested pull date and 29 days before ALD. (base planning date for initiation of movement is 15 days prior to authorized load date). Corps, Corps Separates, BCTs and the COSCOM will conduct daily reconciliation of TMRs with servicing Corps MCTs to close out TMRs or confirm adjustment of the remaining requirements.

(16) For roadable equipment coordinate with Theater MCT for unit move convoy clearances.

(17) Stencil unit information on vehicles and containers IAW Annex 4.

(18) Unit submits container inventory by serial number to Container Management Element. (Annex 4, Annex 5, and Annex 6)

(19) Unit reviews CFLCC/ARCENT Essential Elements of Friendly Information (EFFI) from ARCENT SIPRNET website and conducts OPSEC training relevant to theater deployment and redeployment operations.

b. **Unit Moves to Theater Redeployment Assembly Area (RAA) and Prepares to Move to Washrack and Sterile Yard: (Annex 8)**

(1) Unit receives CFLCC call forward order from D/R Operations and initiates unit movement to RAA. Advance Party moves 5 days prior to unit movement.

(2) Unit contacts D/R Ops Washrack Operations cell for location of redeployment orientation briefing.

(3) Divisions and BCTs coordinate with ASG-KU representative at RAA and draw support packages. (Support Packages-Annex 8)

(4) Unit begins attending weekly Sea Port of Debarkation (SPOD) briefings on Tuesdays at 0930. Coordinate with Port to establish Port Support Activity (PSA) requirements based on Unit Density List (UDL). Ensure all soldiers have valid licenses and DA 348s.

(5) Unit receives convoy elements at RAA and conducts 4-Corners operations. Ensuring all equipment is free of any Class I, III (P), IV, or V. Remove any excess fuel cans and other flammables, trash, etc.

(6) All rolling stock and tracked vehicles will be assessed by the TACOM Reset Team at the RAA and identified as the following:

a. **RED** Placard - Condition Code F which will be processed for the RECAP or RESET program.
b. **BLUE** Placard – Bound for Home Station.

c. **YELLOW** Placard – Pulled for APS-5 stock.
d. **PINK** Placard – Pulled as Sustainment stock. (Annex 3)

(7) Coordinate for necessary maintenance on vehicles with local ASG.

(8) UMO inputs TC-AIMS II data at local DSB and coordinates for an inspection team. Then confirms with commander that TC-AIMS II information is correct and receives Unit Deployment List (UDL) from DSB.

(9) Remove "hillbilly" armor without rendering the equipment NMC.

(10) Reduce configuration to lowest level by removing canvas, antennas, bows etc.

(11) Plan and secure secondary loads. No metal-to-metal contact and chains of the proper gauge are used to secure the load. Ensure necessary shackles are on all vehicles and equipment.

(12) Unit updates and verifies UDL with TC-AIMS and it is submitted to JOPES for validation. Unit confirms within 24-48 hours that the data is correct and scheduled redeployment vessel and air allocation is provided.

(13) Unit provides definitive density list to washrack operations and coordinates for time, location and bed down requirements for detail.

(14) Receive washrack ticket and confirm location, dates, number of points and sterile lot assignment. Allocate necessary internal assets to support detail.

(15) The Deployment Equipment List (DEL) is completed with actual weights, dimensions, and final destination is determined before MSLs are printed and applied to equipment and containers; Military Shipping Labels (MSL) are provided by the DSB.

(16) After USTRANSCOM has T-validated the lift requirement for cargo, it will be allocated to a vessel and a Call Forward Message will be sent. UMO must monitor the CFLCC Call Forward Message Website on a daily basis.

(17) Unit will identify all non-roadable/NMC equipment and submit a TMR to the RAA MCT once WPS file is submitted but no later than 48hrs in advance of desired move in order to stage vehicles 24-48 hours prior to washrack time. Unit will also coordinate for necessary lift assets for equipment at both locations. Unit representative should attend the daily asset allocation board at Camp Arifjan to ensure requirements are met. If assets are not allocated, the unit does not have to resubmit another TMR. Assets will be allocated as soon as available.

(18) For roadable equipment, the unit will utilize Ground Assault Convoy (GAC) and must coordinate with the MCT for convoy clearances to washrack/sterile yard and to SPOD. Units will self-secure GACs and combine with CULT movements to make efficient use of security.

(19) Unit contacts SPOD Call Forward Officer to coordinate for call forward movement dates.

c. **Unit Moves to Washracks and Sterile Yard: (Annex 9 -11)**

(1) Unit purges all fuel tankers and conducts a vapor/SNIFF test prior to going to the washrack. Coordination is conducted with C-4 POL section for the SNIFF test. (Purging SOP-Annex 9)

(2) If Unit purges vehicles in Iraq its supply section will need to get the SIMPLE GREEN OR CITRA-KLEEN through supply channels, or procure the product through another valid source. Original certification documents will remain with vehicle.

(3) Ensure vehicle fuel tanks are no less than ½ full and no more than ¾ full prior to staging.

(4) Unit is responsible for self escorting movements and must coordinate with the MCB Highway Traffic Division to obtain KMOI/KMOD escort if necessary. Confirm requirements with servicing MCT. (see also convoy security requirements in OPORD 05-007, TAB D, APPENDIX 3, ANNEX C).

(5) Provide washrack detail and drivers tailored to equipment. Be prepared to occupy and conduct 24-hour operations. (Washrack Ops-Annex 10)

(6) Ensure one MSL is applied to each piece of equipment prior to its entry into the washrack and the others are secured within the equipment or with the UMO for application.

(7) Customs inspects after completing washrack operations. Unit applies remaining MSLs to equipment in accordance with Annex 4. Move equipment into sterile yard for final inspection and measuring by DSB.

(8) If equipment remains in the sterile yard for more than 30 days, the unit is expected to build a separate ULN and validate it through the DSB and JOPES in order to move the equipment.

(9) If a unit stockpiles more than 50 pieces in the sterile yard at any point, it will build a separate ULN and work with the DSB to validate the equipment through JOPES in order to move it.

d. **Unit Moves to SPOD: (Annex 12)**

(1) Unit receives call forward message from Surface Deployment and Distribution Command (SDDC) Call Forward Officer (CFO). (SPOD Activities-Annex 11)

(2) The unit should telephone the CFO 24-48hrs after the DSB has sent the WPS file to coordinate for a movement window.

(3) Unit will submit TMR for non-road able equipment immediately after receiving SDDC call forward message. Asset allocation board provides CULT assets 48hrs after receipt of the TMR. Unit representative should attend the daily asset allocation board to ensure requirements are being met. If assets are not allocated, the unit does not have to resubmit another TMR. Assets will be allocated as soon as available. Unit will be responsible for coordinating lift assets.

(4) Unit identifies road able equipment, prepares for GAC, and coordinates with MCT for convoy clearance in order to move to port. Unit is responsible for self-escorting their movement to the port and will coordinate with the MCB Highway Traffic Division for KMOI/KMOD escort if necessary.

(5) Unit will not move equipment without customs escort.

(6) All equipment Called Forward to the SPOD arrives at the NLT 48hrs prior to vessel arrival.

(7) Port Support Activities group arrives at the port 48 hours prior to vessel arrival to assist in SPOD operations.

(8) Unit will confirm the arrival and scanning process of their equipment is completed and accurate.

e. **Additional Instructions:**

(1) See OPORD 05-007, TAB C, APPENDIX 1, ANNEX C, Paragraph d. for additional redeployment instructions.

(2) OPSEC concerning critical information that will potentially provide the enemy a physical or information advantage must be safeguarded at all times. Sensitive or personal information (SSNs, etc.) must also be safeguarded in order to protect individuals and avoid exploitation by the enemy.

a. Critical information includes but is not limited to the following:
   - Specific timing of individual or convoy movements
   - Specific start point (SP), routes and release points (RP) of individual or convoy movements

- Make-up of convoys, to include quantity and type of personnel, vehicles, weapons, or loads.
- Force protection TTPs, strengths and weaknesses of personnel, equipment, convoys, or installations.
- Specific timing or locations of individual or equipment assembly, marshalling, or loading.

b. All personnel will maintain positive control of critical information to prevent disclosure to anyone without a need to know. Hard copy information must not be discussed or displayed in the presence of anyone without the need to know. This includes dining facilities, exchange and MWR facilities, and any areas frequented by non-military personnel, including host-nation or third country nationals. When not in use and/or guarded, critical information must be secured in a container appropriate to the classification level of the information.

c. All personnel will use SIPRNET or secure telephones to transmit or store critical information. The use of cellular or satellite phones, NIPRNET, or any other insecure means to store or transmit critical information is prohibited.

d. The coordination with commercial vendors for services must be authorized by the CFLCC/ARCENT element responsible for contracting the service. Communication must be limited to non-critical information and can not convey any deployment or redeployment operational TTPs. The use of personal e-mail accounts on public e-mail systems (i.e. Yahoo or Hotmail) is prohibited.

f. **Points of Contact:**

(1) POC for the Battle CPT at Camp Arifjan is DSN 318-430-5272/5253.
(2) POC for Arifjan Wash Rack cell 720-1884. KNB wash Rack cell 975-4226. Washrack scheduling with D/R Ops 430-5081.
(3) POC for DSB Victory is 823-1350 and DSB Arifjan is DSN 430-3066.
(4) POC for Customs training is DSN 430-6091.
(5) POC for Customs inspections is DSN 430-6033.
(6) POC for Corps MCB (IRAQ) is DSN 829-1140.
(7) POC for TMR Processing in Kuwait is DSN 430-5268.
(8) POC for information on purging is CFLCC C-4 DSN 430-5477/5425.
(9) POC for Fusion Cell Operations is DSN 825-1511/1521
(10) POC for SDDC LNO is 965-674-9463 (cp)
(11) POC for Call Forward Officer is DSN 238-1035
(12) POC for SDDC Battle Captain is 965-677-6739
(13) POC for CFLCC C4 AIR is 430-5647
(14) POC for CONTAINER YARD 720-2989
(15) POC for the GATE (ECP 1) 965-7654
(16) POC for ASG-KU DOL, DSN 430-9211
(17) POC for ASG-KU S3, DSN 430-2301
(18) POC for ASG-KU Camps Cell OIC, DSN 430-2401
(19) MCTS

- ARIFJAN 430-7135
- BUEHRING 828-1118
- VICTORY 823-1012
- VIRGINIA 832-2013 / 2017
- SPOD 720-1979 / 923-6248

- ALI AL SALEM 442-2182 / 9934
- KNB 976-0194 / 973-9283
- NAVISTAR 844-1007 (NORTH)/844-1049 (SOUTH)
- TALLIL 318-833-1008
- SCANIA 318-837-1009
- BIAP 305-551-9503 / 318-453-0113
- TAJI 302-558-2646
- ANACONDA 302-529-6556 / 6573
- FALLUJAH 302-340-1417 / 1420
- TQ 318-342-0640 / 0641
- AL ASAD 302-580-1313
- SPEICHER 302-553-9519 / 536-2302
- KIRKUK 302-523-2599
- Q-WEST 302-558-3624 / 587-7409

(20) APS 5 cell 318-430-4510

(21) TACOM Reset office 318-430-4664

Acronyms:

Automatic Reset Items (ARI)
Available to Load Date (ALD)
Basic Issue Items (BII)
Boots on Ground (BOG)
Coalition Forces Land Component Command (CFLCC)
Communications Electronics Command (CECOM)
COMMON USER LAND TRANSPORT ASSETS (CULT)
Customs/Border Clearance Agent (CBCA)
Deployment Equipment List (DEL)
Global Transportation Network (GTN)
Ground Assault Convoy (GAC)
Joint Operations Planning and Execution System (JOPES)
Kuwaiti Ministry of Interior/Defense (KMOI/KMOD)
Logistics Assistance Representative (LAR)
Military Shipping Labels (MSL)
Movement Control Team (MCT)
Organization Equipment List (OEL)
Port Support Activity (PSA)
Pre-Redeployment Site Survey (PRSS)
Radio Frequency Identification Tags (RFID)
Redeployment Assembly Area (RAA)
Redeployment Support Team (RST)
Regional In-transit Visibility (ITV)
Sea Port of Debarkation (SPOD)
Sets, Kits, and Outfits (SKOs)
Shipment Unit Numbers (SUN)
Standard Operating Procedure (SOP)
Surface Deployment and Distribution Command (SDDC)
Tactical Operations Center (TOC)
Tank-Automotive and Armaments Command (TACOM)
Transportation Movement Requests (TMRs)
Unit Deployment List (UDL)
Unit Line Number (ULN)
Unit Movement Officer (UMO)
Tank-Automotive and Armaments Command [TACOM],

Definitions:

APS-5 stocks - protected go-to-war assets. Purpose is to reduce the demand on the scarce mobility assets required to project Army forces from the continental United States (CONUS) and to sustain the initial entry forces until the sea lines of communication (SLOC) are established. APS materiel is retained by Headquarters, Department of the Army (HQDA), centrally managed, and can be allocated for use by combatant commanders. APS stocks are managed and accounted for by Army Materiel Command (AMC), the Office of the Surgeon General (OTSG), and Defense Logistics Agency (DLA) for particular supply classes.

Available to Load Date (ALD). ALD means that each specified piece of equipment is validated for redeployment, has been entered into TC-AIMSII, been T-validated by USTRANSCOM, has been washed and customs cleared, and is at the SPOD prepared to load on the vessel.

Basic Issue Items (BII): Items that are documented by the Department of the Army to be included as an initial issue component/part of a vehicle, equipment or system.

Call Forward Message (CFM) – this is a message generated by the 595th TTG Call Forward Officer that directs the redeploying unit to bring a specific ULN to the SPOD. This message identifies a Call Forward window where the unit will move their equipment to the port and a supercargo requirement (if applicable).

Call Forward Window – This is the earliest date that a unit can move specific equipment to the port and the latest date the equipment should arrive at the port. Convoy clearance requests and TMRs should be submitted so that your unit moves in between these dates.

Customs/Border Clearance Agent (CBCA): Refers to an individual designated to perform specified customs functions by the Commissioner of Customs at Regular Foreign Clearance Bases. Military person that has satisfactorily completed a U.S. Customs approved training course, and works under the supervision of a U.S. Customs Service Officer (OVERSEAS ONLY)

DOD Cargo: All equipment that deploys and redeploys with a unit.

Fusion Cell – A cell of soldiers that is located at the Command & Control building at the SPOD. This organization coordinates the activities of all of the units working the port with the Liaison Officer or UMO. They coordinate with the redeploying unit, CFLCC and SDDC units to fuse the operation and aid in the development of the Common Operating Picture.

JOPES – Joint Operations Planning Execution System – JOPES is a computer based system that forecasts the square footage or size of the redeploying unit.

Military Shipping Label (MSL) – this is an adhesive label placed on each specific piece of redeploying cargo. This label contains a Traffic Control Number (TCN) is scanned and provides in-transit visibility to the movement of your equipment.

Port Support Activity (PSA) – soldiers TACON to the Yard Managers at the SPOD. They perform all tasks assigned. These tasks include all activities that assist in the operation and maintenance of the port, movement of cargo and the loading of the vessel(s). Vehicle operators should have licenses commensurate with the vehicles that are redeploying.

PRSS - Pre-Redeployment Site Survey (PRSS). As part of this survey, the unit representative(s) receives a tour of the SPOD, coordinates with SDDC and the 143rd Fusion Cell for an update on port operations, obtain points of contact and be informed about lessons learned from other redeploying units.

Reception Status 1 (RSTAT1) – means that WPS has the data for a specific piece of equipment and that specific piece is projected to be loaded on a vessel. RSTAT1 is good until your call forward window closes. RSTAT1 is bad when that specific piece of equipment was expected to arrive at the port and it has not arrived.

Reception Status 5 (RSTAT5) – means that WPS has the data for a specific piece of equipment and that specific piece is projected to be loaded on a vessel and that piece of equipment has been received at the port.

Reception Status 7 (RSTAT7) – means that WPS has the data for a specific piece of equipment, that piece of equipment has been received at the port and has been loaded on to the vessel.

SPOD – Sea Port of Debarkation; it is the Port of Shuaiba, KU.

Stay Behind Equipment (SBE) Equipment that is on an Army G3 FRAGO to stay behind in theater and transfer from one unit to another.

a. Cat 1 SBE - SRC (standard requirements code) transfer to SRC executed under temporary hand receipt for the short-term (90 days or less).

b. Cat 2 SBE - SRC to SRC laterally transferred for the duration of one rotation (considered long-term).

c. Cat 3 SBE - Transfer of equipment by specific LINs executed on temporary hand receipts for the short-term.

d. Cat 4 SBE - Transfer of equipment by specific LINs laterally transferred for the duration of one rotation (long-term).

Supercargo – soldiers assigned to sail to CONUS with the vessel. Duities are to provide security when necessary, perform any required maintenance duties and tighten chains and binders on equipment.

TC-AIMSII – Transportation Coordinators – Automated Information Management System – a computer based system operated by the DSB that records the dimensional data and weight for each piece of the unit is redeploying.

Theater Provided Equipment (TPE) - Previously Cat 5 SBE - Permanent SBE consisting of specific LINs of MTOE property, issued Army Pre-Positioned Stocks (APS), and items purchased specifically for OIF or OEF using the Army Resource and Requirement Board (AR2B), such as Rapid Equipping Force (REF) and Operational Need Statements (ONS) equipment, to remain in theater for the duration of OIF or OEF. Property purchased or maintained by an area support group in the performance of their mission is not considered TPE.

T-Validation – this is an entry made into the JOPES system by USTRANSCOM that validates a units lift requirement; thus allowing SDDC to allocate a vessel for your unit movement.

Unit Line Number (ULN) – this number is assigned by JOPES to identify a set number of pieces set to redeploy as a unit.

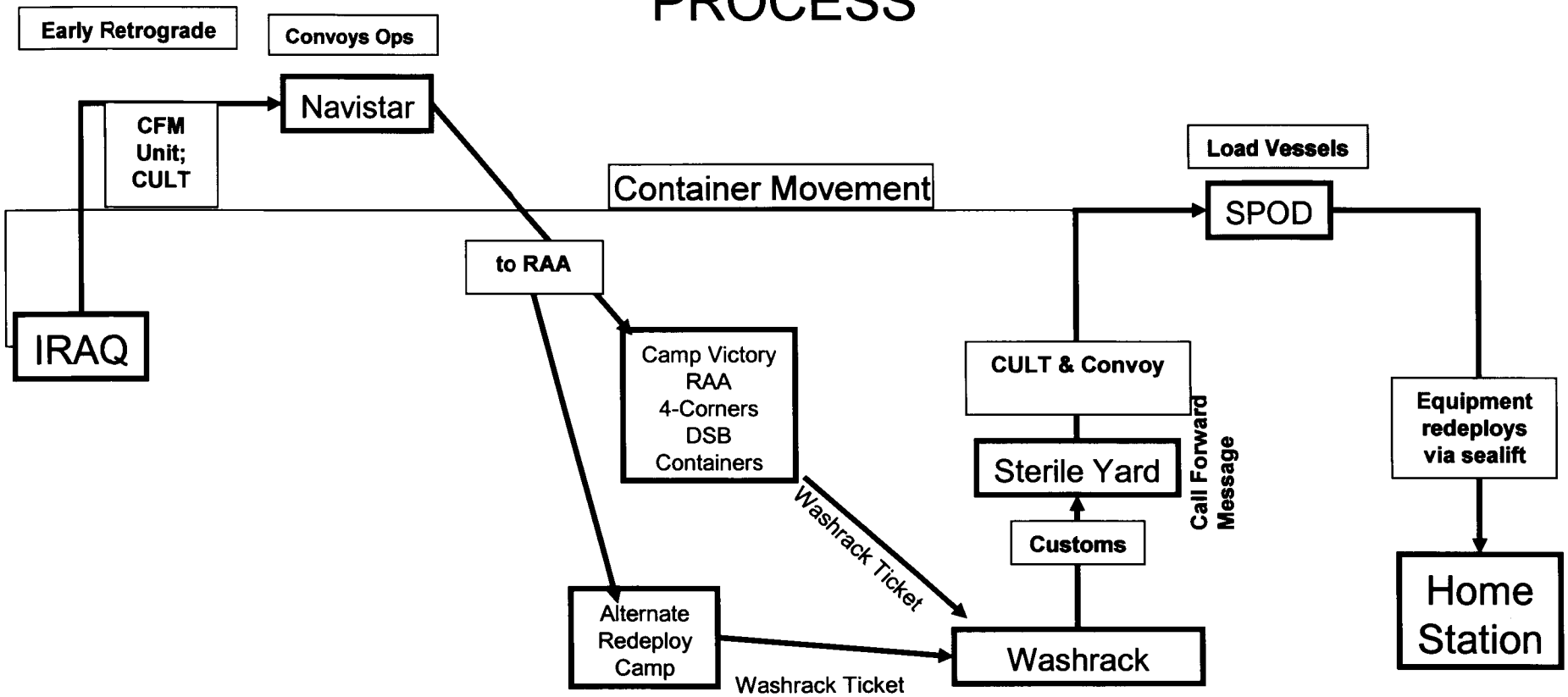
V-Validation - this is an entry made into the JOPES system by CENTCOM that validates a units lift requirement; confirming that this unit/equipment is authorized to leave the theater.

War Reserve Stocks for Allies (WRSA): WRSA assets are pre-positioned in the appropriate theater and owned and financed by the U.S., but released to the proper Army component commander for transfer to the supported allied force under the Foreign Assistance Act and under an existing country memorandum of agreement.

World Port System (WPS) – this computer based system is the system of record for the movement of and billing for cargo movement. The MSL is scanned providing the documentation for the movement of each piece of equipment (see RSTAT).

Diagram A

RE-DEPLOYMENT PROCESS



Annex 1 – Pre-Redeployment Site Survey:

1. The CFLCC C3 Deployment and Redeployment Operations (D/R OPS) will publish an annual schedule indicating available dates for PRSS activities. Additional calendars for future periods will be provided by CFLCC C3 D/R OPS as required by OPORD. MNC-I C3 will slot units per the schedule and guidance outlined in this appendix. This will facilitate aggregating multiple EAD/EAC units, many of them cross component, into a PRSS team and deconflicting PRSS dates with other required redeployment events.

Once a unit is locked into their PRSS schedule, and notification has been made to the CFLCC C3, D/R OPS will begin direct coordination with the unit PRSS participants. MNC-I will notify C-3 D/R OPS at least 120 days prior to execution, or as soon as possible if a unit is added, removed, or has a significant LAD change. Any changes to the schedule within the 30-day execution window will require the approval of CFLCC C3. Once MNC-I C3 has notified CFLCC and the unit of a confirmed PRSS, C3 D/R OPS is authorized DIRLAUTH with the unit to begin coordination.

The C3 D/R OPS is the CFLCC point of contact for all PRSS matters and will facilitate coordination for all units planning PRSS visits. The actual PRSS is a two-day event. For intra-theater air travel, allow one to two days on either end of the event time-line for the PRSS/travel time window. This allows for unexpected delays in travel and flexibility for unforecasted events.

2. MNC-I C3 schedules the PRSS dates with CFLCC C3 D/R OPS (goal is approximately 90 days before the unit ALD), using the following business rules:

a. Each separate maneuver Brigade, not redeploying as part of a division, may schedule one PRSS visit which may not exceed 4 soldiers/civilians.

b. Each Division may schedule up to two PRSS visits, each of which may not exceed 15 soldiers/civilians. All assigned brigades and the DISCOM will be included in one of the Division's PRSS visits. Brigades, battalions, companies, or detachments that will be deployed as part of a Division will not conduct a separate PRSS.

c. Each Corps and COSCOM may schedule up to two PRSS visits each. These visits may not exceed 15 soldiers/civilians per visit. As with divisional units, Corps and COSCOM subordinate units will not conduct separate PRSS visits.

d. Only four PRSS units per scheduled week will be approved.

e. PRSS will be coordinated between CFLCC, 377 TSC, the deploying unit, and MNC-I. C3 D/R OPS will assist units to coordinate billeting, subsistence. C3 D/R OPS also coordinates with CFLCC staff for PRSS presentations. LNO's in Kuwait will provide all ground transportation and coordinate intra-theater flights.

Participants should arrive on Sunday or Monday morning. Briefings begin Monday afternoon. C3 D/R OPS will coordinate schedule. C3 D/R OPS will need to know how many pax, include gender and rank for housing coordination. Units will submit their security clearance access roster (SCAR) report NLT 30 days prior to arrival date. The PRSS is a 2-Day format beginning Monday and will include briefings and node tours. Maximum participation has been limited to 4 pax per brigade/group. Suggested participants are:

- Unit XO/G-3
- Unit G-4
- Unit Movements Officer (or DTO)
- Unit PBO

3. The PRSS schedule is:

a. Day 1 (Monday). The PRSS team(s) receives their PRSS Orientation Briefing and tour Ali As Salem (APOD). The PRSS Team will be bed-down on Camp Arifjan. PRSS teams that include an O6 or above will be scheduled an office call with the CFLCC Command Group as time permits.

b. Day 2 (Tuesday). The PRSS team(s) receive the CFLCC logistics support brief: JOPES, convoy operations, bus operations in Kuwait, supply warehouse procedures, BCT support package coordination requirements, C4 sustainment overview, Class V turn-in overview, Army Material Command (AMC) overview, Stay Behind Equipment (SBE) overview, Army pre-positioned stock (APS) overview, and medical/personnel requirements. Conduct pf 4-Corners, Camp Victory tour, and coordination with the CFLCC staff.

c. Day 3 (Wednesday). Return to Iraq.

4. Tasks to subordinate units.

a. Redeploying units

1) Conduct PRSS NLT 60 days prior to ALD.

2) Between 30 and 45 days prior to unit ALD, redeploying units will establish a liaison cell at CFLCC that will remain in theater until redeployment activities are complete and all unit equipment and pax have departed Kuwait.

3) Units must have representatives on approved secret document courier orders to hand-carry classified documentation.

4) No later than 30 days prior to the unit's scheduled PRSS, the unit must provide a standard name line (SNL) spreadsheet and a security clearance access roster (SCAR) to the C3 D/R OPS for life support requirements and clearance processing.

b. CFLCC Staff

1) C3. Provide overall guidance to the C3 D/R OPS. Serve as approval authority for all PRSS schedules and changes to schedules.

2) C3 D/R OPS

(a) Provide an annual PRSS schedule to MNC-I C3 to coordinate with subordinate units.

(b) Coordinate PRSS agendas with redeploying units.

(c) Coordinate with 377th TSC, ASG-Kuwait, C4 Air Trans, and CFLCC Staff for required briefings, site visits and presentations.

(d) Coordinate with ASG Kuwait for life support and PRSS support requirements.

(e) Plan and provide oversight for every PRSS conducted.

(f) Schedule conference rooms, meeting rooms and the community theater to support PRSS visits.

(g) Coordinate GO representation with CFLCC protocol and SGS.

(h) Set up and lead PRSS redeployment orientation brief.

(i) Assist unit LNOs to enable them to conduct the following requirements: schedule and provide Bus/NTV transportation, including required escorts for PRSS participants throughout Kuwait to include transportation to and from AAS; provide transportation support for visiting GOs; obtain accountability rosters from deploying units; and schedule billeting for PRSS participants.

Annex 2 - Redeployment Orders Process

1. MNC-I and CFLCC publish redeployment FRAGOS establishing the authorization for unit redeployments. Based on these redeployment directives, Deployment/Redeployment Operations (D/R OPS) Orders Manager will initiate the Call Forward process when a redeploying unit enters the 45-day window prior to the established Boots On Ground (BOG) Date.

Initially, the D/R OPS Orders Manager will route the "DRAFT" Call Forward FRAGO for staffing. Upon gaining concurrence by all staff elements, the D/R OPS Orders Manager will forward the "DRAFT" Call Forward FRAGO to 377 TSC G3 for assignment of a FRAGO number, publishing the Call Forward Message, and distribution of the Call Forward FRAGO.

2. D/R OPS Orders Manager, upon receipt of the Call Forward FRAGO, will distribute the message to the following recipients via SIPR Email:

377 TSC G3 Force Tracker; DRCC WASHRACK; CFLCC/3A-FWD-C3 CHOPS; USAREUR LNO CFLCC; 377 TSC G3 DRC; 43 ASG COIC BTL CPT; MacDonald, Jenny MAJ; Theater MCB DRCC OPS; ASG KU LNO; MNC-K.DEPLOY.BTLCPT; Gathright, Michael J. SGT 1st COSCOM Redeployment LNO; Wiggins, Vanessa SFC 390 PER GRP-CAC; Kolb, Michael MAJ 390 PER GRP-CAC; Michael.Rogers@swa.arcent.army.smil.mil; Yarde, Norman R CW3 321 TMMC; Holt, Alphonso MAJ 143 TRANSCOM SPOD; Sweeny, Joan T. MAJ HHC 210 FSB(2d 10 MTN); rachel.pardo@swa.arcent.army.smil.mil; Matsumura, Jason T MAJ 29th ESB; Anderson, Sharon CPT CFLCC/3-A FWD 321st TMMC; Roberts, Michael S MAJ 1398 DSB HHD-LNO; Sanders, Reginald D. LTC 42 ID G-4 LNO; 143DTRANSCOM@spod.arfor.army.smil.mil; Kounas, Andrew MAJ (Buehring KU); Kounas, Andrew J. 301 ASG; Richardson, Ryan M. SPC 1 COSCOM Redeployment; Rodriguez, Manuel CW2 TF 189-1ST COSCOM OPS OFFICER; Rivera, Edwin GS11; Robinson, Patrick H. MSG CFLCC-C3; Haley, Rhiannon E. SGT CFLCC-C3; Gillam, Joshua T.SPC1st COSCOM Redeployment LNO; roger.lagrange@swa.arcent.army.smil.mil; Jeffrey.hongisto@swa.arcent.army.smil.mil; MNCI-K COIC

3. D/R OPS Orders Manager will enter the Call Forward FRAGO data in the Orders Matrix labeled "F3CORDERS" on the K: Drive via the path K:\FFFC\Orders Management. This Orders Matrix tracks redeploying units from receipt of the MNC-I or CFLCC authorization FRAGO through Publishing of the D/R OPS Call Forward FRAGO Message. D/R OPS Orders Manager will place the D/R OPS Call Forward FRAGO Message in the Call Forward Orders Folder on the K: Drive via the path K:\FFFC\Orders Management.

D/R OPS Orders Manager will ensure placement of the "F3CORDERS" tracking matrix and the Call Forward Orders Folder containing all the messages relating to unit redeployments on the 3 Army SIPR Website via the following:

http://144.144.160.35/
D/R OPS
Redeployment
D-R OPS Orders

Annex 3 – AMC

APS 5/Sustainment/Depot Reset Equipment Redeployment Procedures (**YELLOW, PINK** and **RED** Equipment Placards)

1. All rolling stock and tracked vehicles will be assessed by the TACOM Reset Team at Camp Victory, Kuwait and determined to be either:
RED Placard - Condition Code F which will be processed for the RECAP or RESET program.
YELLOW Placard – Pulled for APS-5 stock.
PINK Placard – Pulled as Sustainment stock.
BLUE Placard – Bound for Home Station.

Redeploying units must have the TACOM disposition instructions (whole packet) upon arrival at the sterile yard on Camp Arifjan. Without the paperwork, processing of their vehicles could be delayed.

2. Items placarded Red, Pink, or Yellow at Camp Victory must be moved to the marshalling yard at Camp Arifjan for processing. The unit is responsible for getting their equipment from Camp Victory to Camp Arifjan and through all the processing requirements. Upon arrival, contact AFSBn-KU Accountable Property Officer to arrange for turn-in (DSN 318-430-4510).

3. For Yellow Placard items the following steps apply:
   a. Equipment is initially Quality Control inspected and if acceptable it is then chalked with the words "Take to Lot 36" with initials.
   b. Units provide APS PBO with a copy of the DD 1348 with applicable information. Information is validated off of DD1348 and data plate on equipment. APS property book representative signs the form and relives unit of responsibility for the equipment.
   c. Any items determined to be Condition Code H or P will require a disposition letter for turn-in to Defense Reutilization and Marketing Office (DRMO) from the owning Item Manager (i.e.; Tank-Automotive and Armaments Command [TACOM], Communications Electronics Command [CECOM], etc).
   d. To receive disposition instructions from TACOM the unit must prepare a DD Form 1348-1 for turn-in, a DA Form 2404, and a DA Form 461-5 for each piece of equipment and notify the TACOM Logistics Assistance Representative (LAR) nearest to your to perform a Technical Inspection (TI) of the equipment and process the paperwork.
   e. The yellow placarded items are re-inspected by APS inspectors to determine whether or not they actually will accept these items. The items they do not accept must be re-placarded.
   f. Secondary items and Sets, Kits, and Outfits (SKOs) selected will be placed in separate containers from the unit equipment. SKOs will be at least 50% filled with the inventory and shortage lists placed in and outside the SKO. The container

number and contents listing plus Tactical Wheeled Vehicle serial numbers will be provided to their higher headquarters for forwarding to the APS 5 cell (DSN 318-430-4510).

4. For Red Placard items the following steps apply:

a. Red Placarded equipment will be clean before customs inspection.

b. Automatic Reset Items (ARI) that are on the attached list require only a DD Form 1348-1 in order to obtain disposition instructions from TACOM. The DD Form 1348-1 must be complete (requires all item information including Model, NSN, LIN, Nomenclature, Unit Designation, UIC, Condition Code F, Document Number, POC Name & phone number, unit price from FED LOG and should have "ARI" written on it.

c. Take the completed DD Form 1348-1 to the TACOM LAR to request disposition.

d. All Red placarded items require disposition instructions from TACOM. Units must bring the disposition packets to Camp Arifjan in order to obtain relief from property accountability.

e. If a unit has equipment that they does not have disposition instructions, they need to bring the required documentation (listed above) to the TACOM Reset office in Bldg. 462 (COMMEL Bldg.) in Zone 2 to request disposition from TACOM. This office can be contacted at DSN 430-4664.

f. Any items "other than Automatic Reset Items (ARI)" that are condition code F have the same administrative requirements noted above to obtain disposition instructions for a depot repair requirement.

5. Pink Placard items will be re-inspected by APS to insure they are going to be accepted by the Sustainment Program. If they do not meet their standards they will be re-placarded by the RESET Team.

6. Any unserviceable vehicles that are armored must have disposition instructions for repair and return if it is going to a depot in the US for repair.
These assets must have repair and return disposition if they are leaving Theater.

7. Any unit that has a TACOM disposition address for HMMWVs to go to ESA-IZ Repair Facility at Camp Arifjan, Kuwait need to have a change of disposition because the address is incorrect and there is no depot repair facility in this Theater. HMMWV Refurbishment Inspectors will re-inspect that item and request a new disposition.

Stay Behind Equipment:

1. Stay Behind Equipment (SBE) is equipment directed by DA to stay in theater. SBE has five categories. Category one through four are temporary loans from unit to unit. Category five SBE, known as Theater Provided Equipment (TPE), stays in theater indefinitely. Army Pre-positioned Stocks 5 (APS 5) is forward positioned go-to-war stocks based in South West Asia (SWA). APS 5 equipment is TPE.

2. Background:

HQDA OPORD 04-01, dated 25 Nov 03, established SBE. The OPORD is updated as required via DA FRAGO. The DA Message dated 14 June 05 defines the following categories:

a. Stay Behind Equipment (SBE) Equipment that is on an Army G3 FRAGO to stay behind in theater and transfer from one unit to another.

b. Cat 1 SBE - SRC (standard requirements code) transfer to SRC executed under temporary hand receipt for the short-term (90 days or less).

c. Cat 2 SBE - SRC to SRC laterally transferred for the duration of one rotation (considered long-term).

d. Cat 3 SBE - Transfer of equipment by specific LINs executed on temporary hand receipts for the short-term.

e. Cat 4 SBE - Transfer of equipment by specific LINs laterally transferred for the duration of one rotation (long-term).

f. Theater Provided Equipment (TPE) - Previously Cat 5 SBE - Permanent SBE consisting of specific LINs of MTOE property, issued Army Pre-Positioned Stocks (APS), and items purchased specifically for OIF or OEF using the Army Resource and Requirement Board (AR2B), such as Rapid Equipping Force (REF) and Operational Need Statements (ONS) equipment, to remain in theater for the duration of OIF or OEF. Property purchased or maintained by an area support group in the performance of their mission is not considered TPE.

g. APS-5 stocks are protected go-to-war assets. Its purpose is to reduce the demand on the scarce mobility assets required to project Army forces from the continental United States (CONUS) and to sustain the initial entry forces until the sea lines of communication (SLOC) are established. APS materiel is retained by

Headquarters, Department of the Army (HQDA), centrally managed, and can be allocated for use by combatant commanders. APS stocks are managed and accounted for by Army Materiel Command (AMC), the Office of the Surgeon General (OTSG), and Defense Logistics Agency (DLA) for particular supply classes.

STAY BEHIND EQUIPMENT- SBE CATEGORY 1-4: Units will redeploy with the SBE to their home station unless otherwise directed by HQDA Order. Units in receipt of SBE Category 2 (SRC to SRC) are directed to request disposition through ARCENT/CFLCC for that UNIT SET of equipment if they have not received disposition instructions within 90 days of receipt of equipment. Elements from other services, organizations with Government Furnished Equipment (GFE) and coalition forces that have SBE which is no longer needed will request disposition instructions from ARCENT/CFLCC C4 through their chain of command.

Army units that have SBE which is no longer needed will request disposition instructions from their next higher command. Commanders at each echelon will have the opportunity to redistribute excess SBE to other units within their command. Units with remaining SBE excess will contact ARCENT/CFLCC C4 through their chain of command for disposition instructions. If no disposition is received by the time the unit is in its redeployment window, units will load-plan and redeploy category 1-4 SBE.

THEATER PROVIDED EQUIPMENT- TPE (FORMERLY CATEGORY 5 SBE): Equipment designated as TPE must be placed on the TPE property books within 60 days of arrival in theater. Newly designated items and newly issued TPE items will be posted to the TPE property books within 10 days. Once in the redeployment window all TPE (including excess) must be transferred directly from the redeploying unit to the deploying unit unless otherwise directed. If no unit has been designated to receive a redeploying unit's TPE prior to 120 days before redeployment, contact ARCENT/CFLCC C4 through the chain of command for disposition instructions. If a deploying unit does not overlap (RIP/TOA) with a redeploying unit, contact CFLCC C4 for disposition instructions. The next higher command will designate a custodial unit to temporarily sign for and assume accountability and responsibility for property. TPE will not be redeployed to home station with out specific written permission from HQDA.

3. Pre-positioned Sets: AFSB-SWA is building two BDE sets in Kuwait, one battalion set in Qatar and one battalion set in Afghanistan. The Brigade/Unit sets consist of pre-positioned organizational equipment – end items, supplies, and secondary items – stored in unit configurations to reduce force deployment response time.

4. Operational Projects (OPROJ): OPROJs are supplies and equipment above the normal modified table of organization and equipment with tailored portions or packages pre-positioned and land-based with the numbered APS brigade and unit sets.

5. Army War Reserve Sustainment (AWRS): Sustainment stocks are pre-positioned in or near a theater of operations to last until resupply at wartime rates or emergency rates are established.

6. War Reserve Stocks for Allies (WRSA): WRSA assets are pre-positioned in the appropriate theater and owned and financed by the U.S., but released to the proper Army component commander for transfer to the supported allied force under the Foreign Assistance Act and under an existing country memorandum of agreement.

RECONCILIATION: It is imperative that commanders reconcile their organizational, TPE, and installation property books to resolve discrepancies before entering their unit's redeployment window. Adjusting property books for lateral transfers, turn-ins, battle losses and Financial Liability Investigation Property System (FLIPS, formerly Report of Survey) prior to entering the redeployment window greatly speeds the process of clearing theater.

Theater property book POC telephone: DSN 318-430-5373

To determine what property is TPE Monitor DAs SIPR message website at: (http://aocweb.hqda.army.smil.mil/rainbow/?alias=toa)

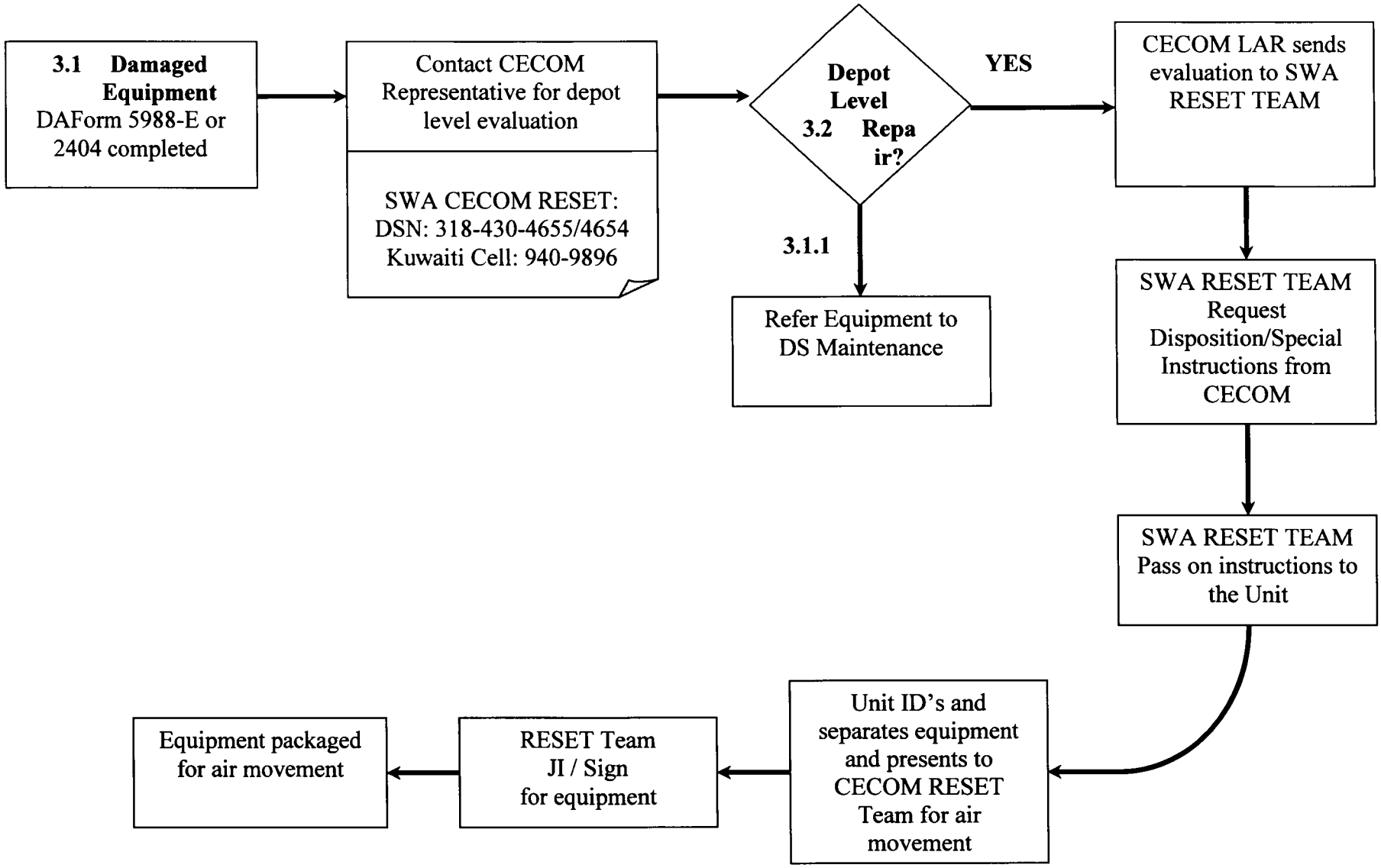
TPE SOP can be found at: http://www.swa.arcent.army.smil.mil/staff_sections/C4/Theater_Property_Book_Team/Reading%20Room/SOPs%20(2%20items)/TPE-IZ%20PBO%20SOP%20-%20050715.doc

General information can be found at the CFLCC C4, Theater Property Book SIPR site: http://www.swa.arcent.army.smil.mil/staff_sections/C4/Theater_Property_Book_Team/

EQUIPMENT PACKAGES AVAILABLE FOR CECOM RESET (NOT ALL INCLUSIVE)

CECOM/PEO Reset Systems	MATCAT	CECOM/PEO Reset Systems	MATCAT	CECOM/PEO Reset Systems	MATCAT
Intel, EW & Sensors:		AN/APM 305A	QJ	AN/PSN-11 PLGR/GPS	T9
[redacted]	96	AN/APM-481	QJ	[redacted]*	TB
AN/TRQ-32A(V)2 TEAMMATE	9A	AN/USM-410(V) EQUATE	T2	AN/TSC-143 TRI-BAND	
[redacted]	9C	TMDE	TD	JTIDS	
AN/PRD-12	9E	TSS family	UV		
[redacted]	9L			**PEO C3T**	
AN/TSQ-199 ENHANCED TRACKWOLF	9M	EPP-III	VP	AN/TYQ-103 ACT-E	T8
AN/TSQ-205 (Subsystem of AN/TSQ-199)	9M	ECU	W5	ASAS	T8
AN/TRR-38 (Subsystem of AN/TSQ-199)	9M	HEATERS	W6	A2C2S	
AN/GSX-1A	DR	TOC Platform Shelters PdM TOC		ABCS	
AN/PPX-3B	DR	Other Equipment > $500K Loss		ACUS-MOD	
[redacted]	SA			AMDPCS Shelters	
[redacted]	SB			BCOTM	
FIREFINDER SEPS	SK	**Comm, Cmd & Control:**		BFT (FBCB2)	
[redacted]	SK	AN/TSC-124 Tactical Terminal	51	C2V	
[redacted]	SK	AN/GRC-240 HQII	71	CCS	
AN/TPX-46 Patriot IFF	SL	AN/VRC-100(V)1	71	CTSF	
[redacted]	TC	AN/TSC-85C/93C TACSAT	4B	DTSS	
Guardrail Air/Ground/15MI/224MI/1MI	TL	AS-4429/TSC LHGXA		GBS	
[redacted]	UL	LCU	4E	HTU	
[redacted]	UR	AN/PSC-5 SPITFIRE	4M	AN/GMQ-36 IMETS	
AN/PSS-14 HSTAMDIS		AFATDS	4P	LDOC	
AN/PAS-7 IR handheld viewer		FAADC2	4W	MCS	
[redacted]		GUN DISPLAY UNIT	5A	AN/PSC-11 SCAMP	
[redacted]		CSSCS	5K	SECOMP-I	
[redacted]		AN/PRC-127 RADIO SET	7C	SINCGARS	
PEO IEWS:		AN/GRA-39 RADIO SET CONTROL	7D	AN/TSC-154 SMART-T	
AN/USC-55B CTT3	4Y	TACMIS	7M	Tactical Operations Ctrs (TOCs)	
AN/USQ-161(V)1 JTT-B	4Y	AN/PRC-112 Survivability Radios	Q1	DTC	
CHIMS COTS item	7P	ATC - Air Traffic Services Systems Group	QK	AN/TYQ-121 (NSMS)	
[redacted]	7Y	AN/ASC-15B/C COMM CENTRAL	QL		
[redacted]	S2	OA-9054 MAGIC MAST	R1		
AN/TSQ-220 JSWS	S2	TRI TAC AN/TTC-39A/D & 56	RQ,RH		
OZ-74V GRY/GDT	S2	MSE INCL TTC-51(DES)	RW		
[redacted]	SA	DGM & SG-1130/G	RY		
[redacted]	SA	AN/TRC-170 TROPO	RZ		
[redacted]	SB	AN/TYQ-77A AV MISS PLNG SYS	S8		
Power, Test Sets, Shelters		EPLRS	SP		
SICPS	7J	AN/ALQ-156 COUNTERMEASURE		[redacted]	
PDISE (below depot level)	7W	[redacted]		[redacted]	
Avionics Shelters	Q9	[redacted]			
AN/APX-72/100 TEST EQUIP	QJ			[redacted]	
AN/APM 424	QJ				
AN/APM 421	QJ				

3.3 Expected RESET Process Flow



Points of Contact Record
UNIT INFO

Unit: _____

Unit DODAAC: (Current)_____ (Home Station):
_____

Unit UIC: (Current) _____(Home
Station):_____

Unit Address (Home
Station):_____
_

POC 1: _____

POC 1 Phone : _____ DSN: _____ Cell: _____

POC 1 e-mail: _____

POC 2: _____

POC 2 Phone: _____ DSN: _____ Cell: _____

POC 2 e-mail: _____

3 SWA CECOM CONTACT INFO

Government Lead: CECOM LSE-SWA RESET
DSN: 318-430-4656
Kuwaiti Cell: 965-720-7160
Linda.washington@arifjan.arcent.army.mil
Linda.washington@swa.arcent.army.smil.mil

CECOM RESET MANAGER SWA
DSN: 318-430-4654
Kuwaiti Cell: 965-941-5206
alonzo.gamble@arifjan.arcent.army.mil
alonzo.gamble@swa.arcent.army.smil.mil

CECOM LIASON OFFICER (Building 505)
DSN: 318-435-5588
Kuwaiti Cell: 965-771-9589
william.bradigan@arifjan.arcent.army.mil
william.bradigan@swa.arcent.army.smil.mil

C2 dtd 26 August 2005 Annex A to FORSCOM Reconstitution MOI

AUTOMATIC RESET INDUCTION (ARI) LIST OF LINs

***Note - Items on this list DO NOT require TI for acceptance**

A10769	**DSESTS (Adapter - BFV)**	**Ft. Hood/DRS-TEM, Huntsville, AL**	**90**
A10837	**DSESTS (Adapter-M1)**	**Ft. Hood/DRS-TEM, Huntsville, AL**	**90**
A23828	ECU TLR MTD		
A23955	ECU TLR MTD		
A23970	ECU TLR MTD		
A24017	ECU 18K BTUH		
A24463	ECU 9K BTUH		
A32638	M21 RSCAAL	General Dynamics	150
A41666	RADAR Q37		
A56243	**DSESTS (Analyzer M1/FVS)**	**Ft. Hood/DRS-TEM, Huntsville, AL**	**90**
A70349	Night Sight (AN/TAS 4D)		
A83852	STRYKER (G MSL VEH)	Home Station Repair under PM	18 (est.)
B31098	AVLB (BRIDGE) MLC-70	ANAD	34
C05701	ICAM	OR NG	110
C07506	CBPS	PBA	90-120
C12155	FISTV (Missile Subsystem Only)	ANAD	120
C18378	FBCB2		
C20831	AN/ALQ-156		
C30675	AN/TLQ-17A(V3)		
C36151	CRANE WHL MTD 7 1/2T	LEAD	60
C36586	CRANE WHL MTD 25T	Grove	60
C41314	STRYKER (CDR VEH0	Home Station Repair under PM	18 (est.)
C82833	TSS FAMILY		
C89935	TROJAN SPIRIT (AN/TSQ-190(V)3)		
D02704	AN/MLQ-40 (PROPHET)		
D10281	DTSS		
D28736	613B Water Distributor	Catepillar	60
D82404	M17 DECON APP	Rock Island Arsenal	90
E61618	815F Compactor	Catepillar	60
F40375 F60530 F60564 F86571 F90796 C00384	**M2/3 FOV**	**RRAD, BAE**	**120-180 days**
F57713	AVENGER		
F57713	AVENGER		
F86821	STRYKER (FIRE SPT VEH)	Home Station Repair under PM	18 (est.)
G02341	AN/PSS-12 Countermine		
G11966	GEN (MEP802A-05/06)		
G12034	GEN (MEP806A-60/60)		
G12102	GEN (MEP812A-05/400)		
G12170	GEN (MEP804A-15/60)		
G12238	GEN (MEP814A-15/400)		
G17460	GEN (PU806-60/400 2 1/2 TLR)		
G18052	GEN (MEP816A-60/400)		
G18358	GEN (MEP831A-03/06)		
G35851	GEN (PU803-30/60 2 1/2 TLR)		
G35919	GEN (PU804-30/400 2 1/2 TLR)		
G46074	GEN (PU-732)		
G36237	GEN (MEP-531A/501A)		
G37273	GEN (PU-751)		
G40744	GEN (PU-753)		
G41511	BLOCK II GMLA: M39A3 1427-PL47		
G42170	GEN (PU798-10/60 3/4 TLR)		
G42238	GEN (PU797-05/60 3/4 TLR)		
G53403	GEN (PU799-10/400 3/4 TLR)		
G53778	GEN (PU802-15/60 2 1/2 TLR)		
G53871	GEN (PU-760)		

C2 dtd 26 August 2005 Annex A to FORSCOM Reconstitution MOI

AUTOMATIC RESET INDUCTION (ARI) LIST OF LINs

***Note - Items on this list DO NOT require TI for acceptance**

G35981	GEN (MEP-112)		
G54041	GEN (MEP016B, D, MEP701A)		
G74575	GEN (MEP805A-30/60)		
G74643	GEN (MEP815A-30/400)		
G74711	GEN (MEP803A-10/60)		
G74779	GEN (MEP813A-10/400)		
G74783	130G Grader	Catepillar	60
G74847	GEN (MEP-832)		
G78135	GEN (AN/MJQ-33)		
G78203	GEN (PU800-15/400 2 1/2 TLR)		
G78306	GEN (PU805-60/60 2 1/2 TLR)		
G78374	GEN (PU801-15/60 3/4 TLR)		
G92997	Sentinel		
G95709	BLOCK1A GMLA: M39A1 1423-PL38		
G95787	STINGER BLOCK 1 MODEL 92E		
G95805	OR UNITARY GMLA: M48 1427-PL65		
G95863	TEST SET 205		
J01849	AN/ALQ-144 (ATD)		
J01917	AN/ALQ-144 (ATD)		
J22626	STRYKER (CARR INF)	Home Station Repair under PM	18 (est.)
J35492	GEN (PU-405)		
J35629	GEN (PU-650B)		
J35680	GEN (PU-707)		
J35801	GEN (PU-495)		
J35813	GEN (MEP-002A)		
J35825	GEN (MEP-003A)		
J35835	GEN (MEP-004A)		
J36006	GEN (MEP-113A)		
J36109	GEN (MEP-005A)		
J36383	GEN (PU-406B)		
J36725	GEN (MEP-114A)		
J38301	GEN (MEP-006A)		
J38508	GEN (MEP-115A)		
J38712	GEN (MEP-007B)		
J45836	GEN (MEP-021C)		
J45699	GEN (MEP-016A, C)		
J48252	GEN (AN/MJQ-32)		
J74920	130G Grader	Caterpillar	60
J97621	STRYKER (ENG SQD VEH))	Home Station Repair under PM	18 (est.)
L28351	MKT (only if NOT 99I model)	Letterkenny (LEAD)	45
L43664	AVLB (CARRIER)	ANAD	82
L44830	HELLFIRE M272 (4 rail)		
L44830	HELLFIRE M279 (2 rail)		
L44894	LAUNCHER M270 (MLRS) (Missile Subsystem Only)		
L45740	TOW II		
L67410	LONGBOW M299 (4 rail)		
L70538	LADS	Guild Assc	90
L76315	Scoop Loader	Volvo/Komatsu	60
L76321	SCOOP LOADER	Volvo/Komatsu	60
L76556	SCOOP LOADER (NON-SEC)	Caterpillar/JI Case	60
L76693	SCOOP LOADER (SEC)	Caterpillar	60
M08138	TSS FAMILY		
M20959	I-REMBASS		
M30567	STRYKER (MED EVAC)	Home Station Repair under PM	18 (est.)
M31261	BLOCK1GMLA:M391427-PL81		
M35941	AN/TMQ-41		
M53369	STRYKER (CARR MRTR)	Home Station Repair under PM	18 (est.)
M82581	LAUNCHER M270A1 (MLRS)		
N/A	BCOTM (BCV)		

C2 dtd 26 August 2005 Annex A to FORSCOM Reconstitution MOI

AUTOMATIC RESET INDUCTION (ARI) LIST OF LINs

***Note - Items on this list DO NOT require TI for acceptance**

N/A	LDOC		
N04982	Night Sight (AN/TAS 4C)		
NO LIN	JAVELIN Missile		
NO LIN	BRADLEY TOW SUBSYSTEM		
NO LIN	IBAS		
P06082	TSS FAMILY		
P28083	GEN (MJQ35-05/60 3/4 TLR)		
P28015	GEN (MEP-003A)		
P28075	GEN (MEP-113A)		
P28151	GEN (MJQ36-05/60 1 1/2 TLR)		
P27819	GEN (AN/MJQ-10A)		
P27823	GEN (AN/MJQ-12)		
P32316	TSS FAMILY		
P41832	GEN (AN/MJQ-16)		
P42126	GEN (MJQ40-30-60 2 1/2 TLR)		
P42194	GEN (MJQ41-60/60 2 1/2 TLR)		
P42262	GEN (MJQ37-10/60 1 1/2 TLR)		
P42330	GEN (MJQ38-10/400 1 1/2 TLR)		
P42614	GEN (MJQ39-15/400 2 1/2 TLR)		
P42364	GEN (AN/MJQ-25)		
P50154	TSS FAMILY		
P91799 P97051 P44549	**350 GPM Pump**	**RRAD**	**45**
Q16110	AN/PPS-5B		
Q16110	AN/PPS-5D		
R11127	CS563D Vibe Roller (Type II)	Caterpillar	60
R13167	CS433C Vibe Roller (Type I)	Caterpillar	60
R14284	RADAR Q36		
R19753	CS433C Vibe Roller (Type III)	Caterpillar	60
R20684	RADIACS AN/VDR-2		
R30925	RADIACS AN/PDR-75		
R62673	STRYKER (RECON VEH)	Home Station Repair under PM	18 (est.)
R92967	TROPO AN/TSC-170 (V2)		
S02976	LRAS3		
S03726	TOPOGRAPHIC & SURVEY (AISI)		
S03794	TOPOGRAPHIC & SURVEY (AISI)		
S29971	SCRAPER (8-11 CU YD)	Caterpillar	60
S30039	SCRAPER (9-11 CU YD)	Caterpillar	60
S34963	TACSAT TSC-93A		
S56246	SCRAPER (14-18 CU YD)	Caterpillar	60
S75175	TSS FAMILY	Rock Island Arsenal	30-45
S78466	TACSAT TSC-85A		
T00229	FEDS		
T01973	TSS FAMILY		
T02041	TSS FAMILY		
T02245	TSS FAMILY		
T02313	TSS FAMILY		
T03165	TSS FAMILY		
NO LIN	JLENS		
T03233	TSS FAMILY		
T03673	TSS FAMILY		
T03809	TSS FAMILY		

C2 dtd 26 August 2005 Annex A to FORSCOM Reconstitution MOI

AUTOMATIC RESET INDUCTION (ARI) LIST OF LINs

***Note - Items on this list DO NOT require TI for acceptance**

T05681	TSS FAMILY		
T05817	TSS FAMILY		
T06859	Test Set Common (M1/FVS)	Ft. Hood/DRS-TEM, Huntsville, AL	90
T13168 **T13305** **T13374**	**M1 FOV**	**ANAD, LIMA**	**120**
T17404	**DSESTS**	**Ft. Hood/DRS-TEM, Huntsville, AL**	**90**
T20172	Test SET 101/A		
T20172	101/A LAUNCHER TEST SET		
T24690	ITAS		
T26457	G/VLLD		
T37036	AN/TSQ-179(CGS)		
T48941	**DV 43**	**Caterpillar**	**60**
T48944	TRK LF 6K	JLG CONTRACTOR	60
T49119	TRK LF DD IHC M-10A	RRAD	60
T49255	TRK LF 4K	RRAD	60
T52849	**DSESTS - M1A2**	**Ft. Hood/DRS-TEM, Huntsville, AL**	**90**
T67595	DV 43 TOP HANDLER (20 FT)	Caterpillar	60
T67731	DV 43 TOP HANDLER (40 FT)	Caterpillar	60
T68049	TSS FAMILY		
T76541	DEUCE	Caterpillar	60
T73347	ATLAS	JLG CONTRACTOR	60
T92250	**DSESTS - TIS**	**Ft. Hood/DRS-TEM, Huntsville, AL**	**90**
T92961	Electronic Shop AN/TSM 191(V) 3		
U71275	TSS FAMILY		
Various	GUARDRAIL		
various	COMSEC		
W35417 T19033 P92030, P19756, P44549 J35835	ROWPU (6k) (Tank, Trailer, generator and pump required when inducted into reset)	SIAD	60
W47225 T19033 P92030 J28301 S70027	ROWPU (3K) (Tank, Trailer, generator and pump required when inducted into reset)	SIAD	60
W76816	D7 DOZERS (W/WRENCH)	Caterpillar	60
W83529	D7 DOZERS (W/RIPPER)	Caterpillar	60
X62340	M934 Expansible Van used for DSESTS	RRAD	180
X62237	**M934A1 Expansible Van used for DSESTS**	**RRAD**	**180**
Z13645	GEN (MEP-831A)		
Z13713	STRYKER (MOBILE GUN)	N/A -- Not yet fielded	N/A
Z43686	STRYKER (NBC RECON)	N/A -- Not yet fielded	N/A
Z46828	Trojan Lite (TSQ-26)		
Z61809 (V)2	Trojan Lite (TSQ-26)		
Z61741 (V)3	AN/TSQ-226 (TROJAN SPIRIT)		
Z61877	A2C2S		
Z90140	TOCs		
NO LIN	Blue Force Tracker		
NO LIN	ESVs		
C39398	CRANE WHL MTD 40T	FOCUS SUSTAINMENT DUCOM	60
L48315	M85	MMA	45
R16611	RT-240 KALMAR	KALMAR	60
W76473	M9 ACE	ANAD	63
L28351	MKT (99I model only)	LEAD LETTERKENNY	45

Annex 4 -TC-AIMS II/DSB

1. The DSB is setup at a base supporting the unit movement operations or in a Rear Assembly Area (RAA) doing the same type of support.

2. The responsibilities of the DSB are to assist the Unit Movement Officer (UMO) with the following: importing a unit's Organization Equipment List, obtaining a ULN from JOPES, creating a Unit Deployment List, providing a printout of the UDL to the UMO, producing Military Shipping Labels, and writing RFID tags.

3. The goal is to obtain visibility into unit cargo when it arrives at the RAA, start the In-transit Visibility of unit cargo via WPS, GTN and ITV systems, and reduce the amount of frustrated cargo that arrives at the port.

4. The DSB will use TC-AIMS II to help Unit Movement Officers prepare the following:
   a. Their Organization Equipment List (OEL) and Unit Deployment List (UDL).
   b. Send Automated Transportation Control Movement Documents to the Port Manager of the POD/PED.
   c. Write Radio Frequency Identification Tags (RFID) for unit containers and upload RFID data to the Regional In-transit Visibility (ITV) Server to feed the Global Transportation Network (GTN).
   d. Assist personnel from the Program Management Office (PMO) to upgrade unit TC-AIMS II computers.
   e. Coordinate with the Joint Operations Planning and Execution System (JOPES) to obtain Unit Line Numbers (ULN) for unit moves.
   f. Train Unit Movement Officers in the use of the TC-AIMS II system and send Redeployment Support Teams forward to assist the unit with TC-AIMS II input and direct shipment of containers to the port.
   g. Inspect, assist, and provide feedback on redeploying unit equipment and containers

BUSINESS PROCESS:

1. OEL DEVELOPMENT (PHASE I)
   a. UMO Develops Organization Equipment List (OEL):
      1). Unit prepares their Organization Equipment List in advance of arriving at their RAA in TC-AIMS II. Utilize one of the following formats: TC-ACCIS (GZ files), TC-AIMS II (V3 files), and DS2T files. (Note: it is only worthwhile uploading non-V3 files if a unit has more than 20 pieces of equipment.)
      2). UMO creates a good OEL (e.g., bumper numbers, serial numbers, SUN numbers, associations, model numbers) and the TC-AIMS II Cell keeps the data on their server so the UMO can make further updates.
      3). TC-AIMS II operator reviews the cargo list with the UMO and prints an OEL for the UMO to track his/her equipment.

4). Typically, there are a lot of variables that impact the accuracy of the OEL (e.g., AMC Equipment Removals, Preposition Equipment Removals, Stay Behind Equipment Removals, etc.).

b. Unit Line Number (ULN) requested from JOPES:

1.) Unit requests a ULN (.PEJ File) from JOPES for movement. A unit will most likely have multiple planned moves. Every different movement of cargo will require its own ULN.

2.) The Unit Movement Officer must know his equipment and personnel movement plans so he knows how many ULN's need to be requested from JOPES.

3.) Once the ULN is requested from JOPES, they will send the ULN in the form of a .PEJ file to the TC-AIMS II section, usually within 24 hours. This file contains the ULN and TPFDD data.

4.) TC-AIMS II imports the .PEJ File and the UMO prepares the Unit Deployment List for that particular shipment of cargo. The ULN is built around the movement plan.

2. UDL Development & Equipment Preparation (Phase II)

a. Create Unit Deployment List (UDL):

1.) ULN received by TC-AIMS II from JOPES.

2.) Unit Movement Officer creates the Unit Deployment List for each particular shipment using the Organizational Equipment List commonly referred to as TC-AIMS II level IV data.

b. JOPES Validation (Not TC-AIMS II):

1.) Once the UDL is completed, TC-AIMS II will export the UDL in the form of an electronic file (.PET File) to JOPES.

2.) JOPES uses this information to forecast the movement requirements. Unit meets with JOPES to validate their requirement.

3.) Once validated, the request is sent to CENTCOM for validation (V Validation) and then TRANSCOM for acceptance (T Validation).

4.) JOPES signs the bottom of the UDL to indicate validation and TC-AIMS II cell begins to prepare shipping labels, RFID tags, etc.

NOTE: Units should validate the ULN's with JOPES for <u>redeployment no later than 30 days from their Available to Load Date (ALD).</u> This is needed in order for JOPES to validate the movement of personnel from theater to home station.

c. Equipment Inspections:

1.) UDL is validated by JOPES and Unit Movement Officer coordinates with the DSB for a Redeployment Support Team (RST) to conduct inspections of their equipment in the marshalling yard.

2.) RST uses the UDL to conduct the inspection. The RST checks the dimensions of all equipment annotates them on the UDL. Upon completion they sign the UDL and return it to the TC-AIMS II cell.

3.) Unit Movement Officer updates dimensional data in TC-AIMS II. The criteria for redeploying unit equipment are listed below:

i.) Identify all equipment on the Organizational Equipment List (OEL) and Unit Density List (UDL).

ii.) Check the length, width, height, and weight, especially if the vehicle has been modified, i.e. added or removed antenna mount, generators, weapon mounts, toolboxes, etc. Ensure the weight of the secondary loads, i.e. flat racks, generators, build-ups, fuel pods are being annotated on the UDL and are properly secured.

iii.) Remove all antennas, tarps, bows, weapon mounts, etc. from vehicles. All vehicles must be reduced in configuration.

iv.) Check all fire extinguishers and ensure they are in an approved and properly functioning restraining bracket. If they are not in a serviceable bracket they will have to be placed inside a shipping container.

v.) Confirm shipment unit numbers (SUN) description, model numbers, bumper numbers, and serial numbers for each piece of equipment. Verify the same on the OEL, and UDL printouts.

vi.) Fuel pods and fuel tankers must be purged and have the correct purge certification. Minimum of 2 copies. Original stays with equipment.

vii.) Remove fuel cans from all vehicles even if fuel cans are empty and dry.

viii.) Generators must be run dry and must have cables disconnected from the battery terminals and cable ends taped. Generators that are NOT bolted to the vehicle must be properly secured to the vehicle ensuring no metal-to-metal contact.

ix.) Prime movers and trailers MUST have their own SUN numbers (EX: D0001) stenciled on the front and the back of all vehicles, along with the UIC, and bumper number.

x.) Verify dimensional data (length, width, height, and weight) UIC, nomenclature, SPOE, and SUN numbers on ALL MSL's.

xi.) Ensure the proper placement of MSL's. One MSL is placed on the driver's side of the front hood of the vehicle, and the second MSL is placed on the driver's door of the vehicle. On HMMWVs, place the MSL on driver's side kick panel.

xii.) All oxygen and acetylene tanks must be removed from vehicles (wreckers) and placed in a separate milvan or shipping container. (EX: tricon, quadcon)

3. Equipment Labeling & Call Forward (Phase III)

a. TC-AIMS II provides Military Shipping Labels (MSL) for every piece of equipment after all discrepancies are corrected and the dimensional data is inputted into TC-AIMS II.

b. UMO enters the contents of containers into TC-AIMS II. Additionally, weight, hazardous materials, and/or sensitive items are entered as TC-AIMS II level VI data.

c. The UMO is responsible for ensuring that MSL's are affixed to equipment and containers before it moves to the port.

Radio Frequency Identification (RFID) Tags: It is CENTCOM policy that each container leaving theater have an RFID Tag. It is the local commander's preference if he/she wants all other equipment (rolling stock) to have an RFID tag. The unit is responsible for providing RFID tags but the TC-AIMS II cell does keep approximately 500 in stock to support unexpected RFID tag requirements. The information placed onto the RFID tag by TC-AIMS II is uploaded to the regional In-Transit Visibility server. The UMO is responsible for ensuring that RFID tags are affixed to the containers before it moves to the port.

The Worldwide Port System (WPS) File: Once a unit has completed JOPES validation, equipment has been inspected and is ready for shipment, MSLs are printed, and RFID tags are written and given to the UMO, then the final step in TC-AIMS II is to send the information to the port. TC-AIMS II does this by exporting a WPS File and sending it electronically to the port. Once the WPS file is received by the port, the port will issue a Call Forward Message based on the "T" validation in JOPES.

SPOE Call Forward Message: The Sea Port of Embarkation will issue the Call Forward Message to the Unit Movement Officer via the D/ROPS site on SIPRNET. It is very important that the UMO monitor this for the timely receipt of this message.

RESOURCE REQUIREMENTS:

To complete TC-AIMS II the UMO will need the following materials:

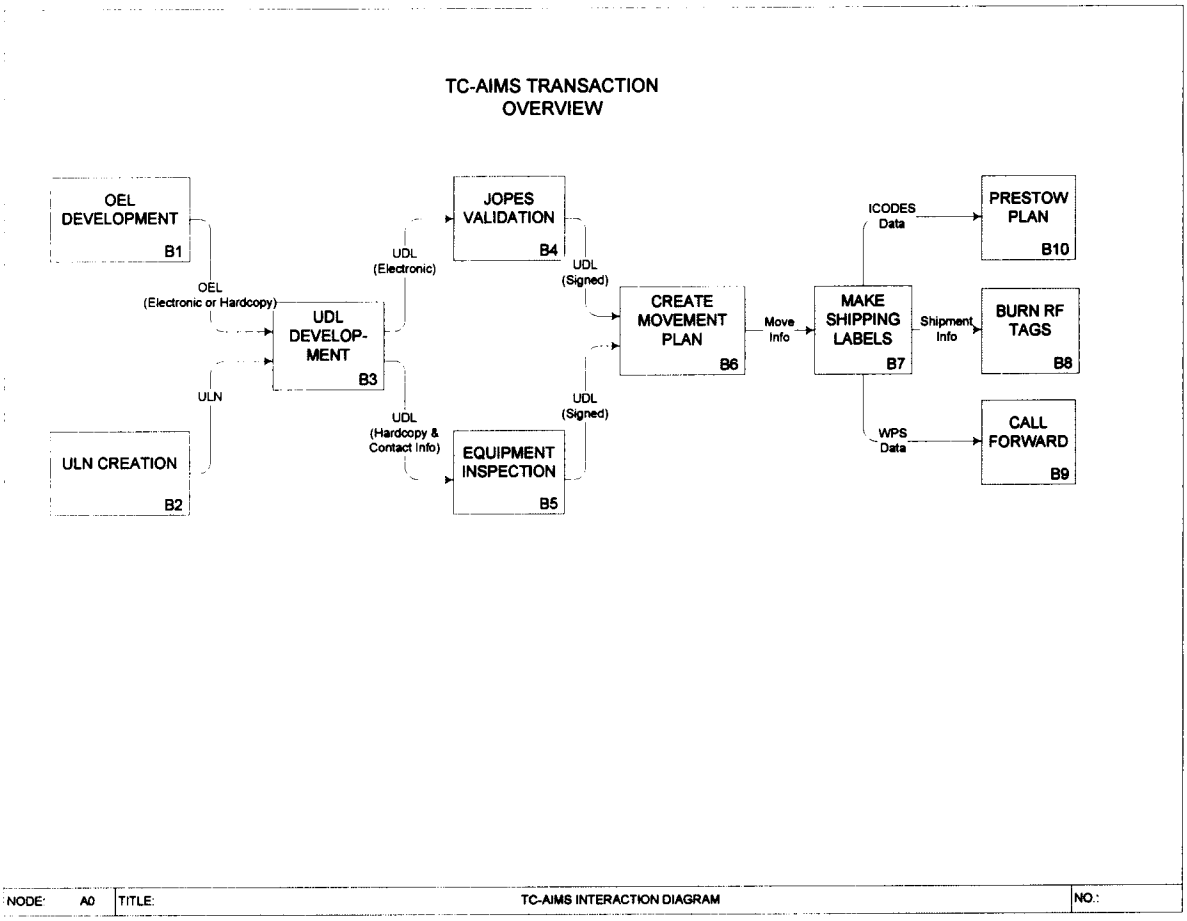
RFID Tags (Model 410) NSN: 6350-01-495-3040
RFID Tags (Model 654) NSN: 6350-01-523-1998
RFID Tag Battery (Model 410) NSN: 6135-01-301-8776
RFID Tag Battery (Model 654) NSN: 6135-01-524-7621
Zip Ties (Natural) NSN: 5975-00-074-2072
Zip Ties (Black) NSN: 5975-00-984-6582
4x6 Poly Label NSN: 7530-01-475-9611 (Call 800-572-2217)
HAZMAT Placards
DD FORM 1750
DA FORM 5748-R
DD FORM 2890
DD FORM 1907

UMO RESOURCE MATERIALS:

The DSB Knowledge Collaboration Center (KCC) site on Army Knowledge Online Contains:

UMO Checklist
DSB Redeployment Guide

USCG Hazardous Materials Field Operating Guide
Training Materials and Briefings
Forms and Regulations
Container Redeployment Guide
TC-AIMS II informational guide
Purging Procedures
Destroyed/Damaged Container Information
DSB Request for Support or Training Form
Synchronization Matrix
UMO Execution Matrix
Unit Movement Officer FAQ



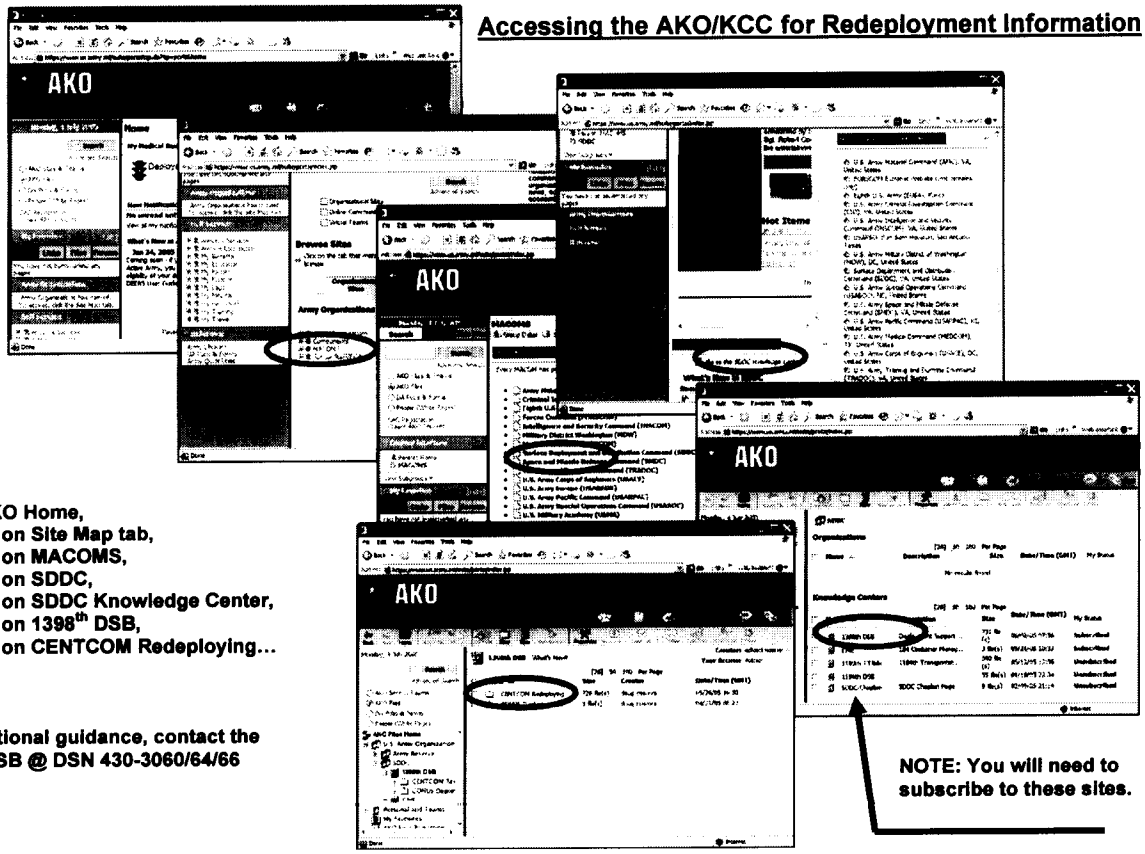
GLOSSARY OF TERMS

APOD: Airport of Debarkation
APOE: Airport of Embarkation
CDDOC: CENTCOM Deployment and Distribution Operations Center
CFM: Call Forward Message
D/ROPS: Deployment/Redeployment Operations
DS2T: Deployment and Sustainment Support Tool

JFRG: Joint Forces Requirements Generator
JOPES: Joint Operations Planning and Execution System
MSL: Military Shipping Label
OEL: Organizational Equipment List
RAA: Redeployment Assembly Area
RFID: Radio Frequency Identification
RST: Redeployment Support Team
SPOD: Sea Port of Debarkation
SPOE: Sea Port of Embarkation
TC-ACCIS: Transportation Coordinator Automated Command & Control Information System
TC-AIMS II II: Transportation Coordinators' Automated Information for Movement System
TPFDD: Time Phased Force Deployment Data
UDL: Unit Deployment List
ULN: Unit Line Number
WPS: Worldwide Port System

HOW TO ACCESS THE 1398TH DSB KNOWLEDGE COLLABORATION CENTER

Accessing the AKO/KCC for Redeployment Information



From AKO Home,
(1) Click on Site Map tab,
(2) Click on MACOMS,
(3) Click on SDDC,
(4) Click on SDDC Knowledge Center,
(5) Click on 1398th DSB,
(6) Click on CENTCOM Redeploying...

For additional guidance, contact the 1398th DSB @ DSN 430-3060/64/66

NOTE: You will need to subscribe to these sites.

Annex 5 - Customs

1. Prior to Movement of Connexes and Containers:

a. Schedule pre-clearance of containers with the Customs Batt HQ TOC, through the Movement Control Team (MCT). Advance time required for scheduling is at a minimum of 48 hours and a maximum based upon verified date, time and location of staged cargo is standard procedure.

b. Arrange for Hazardous Material (HAZMAT) inspection/certification with proper verification via DD Form 836. If container with HAZMAT was never opened in theater, then a "pop and seal" re-inspection will be performed by a Customs/Border Clearance Agent (CBCA) to verify that the HAZMAT is still in safe condition for shipping.

c. Prior to arrival of CBCAs, unload and stage all containers for inspection and examination. Avoid laying items directly on the ground by utilizing a hardstand, plywood or tarps. Ensure all items are clean prior to inspection.

d. Empty all locked/taped boxes for examination. Personal items may be included in DOD cargo shipments; however, owner/responsible party will be present during examination and when gear is palletized/containerized.

e. No mixing of government and personal property acquired in the overseas area is authorized in any container.

f. Develop load plan prior to examination and have sufficient personnel present to correct discrepancies and efficiently load of containers. Unit supplies brushes/rags for cleaning.

g. Sweep interior of all containers prior to arrival of CBCA. The Unit Commander will brief troops about prohibited/restricted items prior to examination.

2. Examination of Containers:

a. The Unit POC will be contacted by Customs Battalion HQ TOC at least 24 hours ahead of the scheduled appointment to re-confirm appointment. The inspection location and number of containers will be verified.

b. After examination, container(s) will be sealed and a stamped DD Form 2855 will be affixed to the inside (copy) and outside (original) of the door of containers. DD Form 2855 must have the following information:

1.) seal number
2.) container number
3.) owning unit
4.) destination

3. Movement of Vehicles:

a. Arrive at wash rack per call forward time from Movement Control Team (MCT). Redeploying units must coordinate for appropriate washrack and sterile areas.

b. Sufficient personnel will be present to efficiently clean the vehicles.

c. All locked compartments will be readily accessible for examination.

d. Sufficient personnel stay with vehicle during examination to correct deficiencies.

e. Basic Issue Items (BII), including fire extinguishers, must be secured to the vehicle, or in compartments that are accessible. Secondary loads will be unloaded at a DRMO or Four Corners operation prior to arriving at washrack. Refer to Attachment 10 of NAVELSF FWD O CUSTOMS SOP (dated 20 July 2005) for requirements pertaining to vehicles, BII, and secondary loads.

f. Ensure vehicle fuel tanks have between ½ and ¾ of fuel capacity prior to entering wash rack. Personnel will not be permitted to refuel vehicles after entering wash rack.

g. Ensure all bulk fuel tankers, fuel transporters, fuel pods or any other tank with a capacity of 500 gallons or more are purged before arrival at the wash rack. Purged items must have a completed purge certificate taped to the passenger window, appropriate seals, and approved vapor test completed. Other references that apply:

1.) AR 385-10, The Army Safety Program

2.) TB 43-02, Purging, Cleaning and Coating Interior Ferrous and Terne Sheet Vehicle Fuel Tanks

3.) FM 10-71, Petroleum Tank Vehicle Operations

4.) OSHA Standard 29 CFR 1910.146

5.) MIL-V-62038E (AT), Vehicle, Wheeled: Preparation for Shipment and Storage

6.) Code of Federal Regulations- Transportation

7.) Internal Maritime Dangerous Goods Code (IMDG)

8.) CFLCC Memorandum, 31 OCT 04, Procedures for purging, disposal and drying of fuel tankers.

h. Remove all tarps/bows on 5-ton and 2 ½-ton trucks and trailers, due to ship height restrictions.

i. Provide/arrange for personnel to pre-examine vehicles prior to CBCA examination, and drivers to move vehicles to sterile area and later to S/APOD.

j. The Unit Commander will brief soldiers about prohibited/restricted items prior to inspection, and that *NO PERSONAL ITEMS ARE PERMITTED IN ANY VEHICLE.*

k. To ensure adequate cleaning for agricultural pre-clearance, and proper access for contraband inspections, remove all engine packs from vehicles that are designed and readily equipped with quick-disconnect features.

3. Vehicle Movement to SPOD from Sterile Yard:

a. Unit will be responsible for having self escorts and will coordinate with the Highway Traffic Division for KMOI/KMOD escort if necessary.

b. Customs will be notified via MCT to schedule convoys to SPOD.

**No fewer than five (5) vehicles in a convoy unless absolutely necessary.

Annex 6 - Containers

1. Container Safe Handling and Serviceability:

a. Inspect for holes, severe dents, faulty doors, damaged lifting points, and structural defects. A major defect renders a container or shelter unusable while a minor defect does not render a container unusable.

b. All doors are able to close and latch properly with weather stripping present along the edges of all doors. The door opens to 90 degrees and has no more than 3/8 inches difference in corner fittings.

c. No dents bigger than one and ½ inches in depth. Container posts have no dents greater than 1-inch or multiple dents greater than ½ inch.

d. Corner fittings have no cracks and can accept a twist lock. All four bottom corners lay flat on chassis or level ground with a 3/8 inch tolerance.

e. Container sides have no punctures, breaks, or tears. No holes bigger than 3/4 of an inch in diameter.

f. Bottom rail has no bend in flange or beam greater than 45 degrees.

g. Container structure is not compromised by rust or other deterioration.

h. Container has a valid CSC plate for international service (49 CFR 450-453).

You may check to see if the CSC data plate has a valid inspection sticker, DD Form 2282 (Aug 2003) that is not out of tolerance. If the inspection sticker is out of tolerance then you can re-certify the container and place a new sticker on the container.

2. Container Loading:

a. Contents of the container must be properly blocked and braced with dunnage in accordance with FM 55-65.

b. Pack the load so that it is tight and square from front to back and from wall to wall to prevent the load from shifting.

c. Sensitive items must be blocked and braced without exception.

d. Ensure containers are packed with an equal distribution of weight and loaded for ease of unloading at destination. Cargo to be stripped first should be loaded last.

e. Container cargo must not have metal-to-metal contact.

f. Place heavy and wet material on the bottom with light and dry material on top.

Cargo that can be damaged by water or pose a leak hazard, should be stored on dunnage on the floor.

g. Block and brace doors at least six inches back to prevent the load from falling out when doors are opened and stow hazardous cargo by the doors of the container.

3. General Preparation of Containers:

a. Remove all old labeling, placards, and packing lists are removed from the container.

b. Each container is weighed (KALMAR container handling equipment) to make sure that the proper weight will be listed on the MSL. If a container cannot be weighed, then the weight may be obtained by adding the Tare (empty) weight of the container to the estimated weight of the contents.

c. Containers must be weighed and annotated on the MSL's only after the container is fully packed. Ensure the proper dimensional data is also annotated on the MSL's.

d. Containers must have the correct UIC, SUN, bumper numbers, and container numbers stenciled. (EX: CRXU200111-7)

e. U.S. Customs must inspect the container prior to sealing the container. Document container load and seal number on the packing list after inspection.

f. Confirm seal serial numbers are correct on the UDL and then apply the correct MSL's and RFID tags to the container. Two MSL's are placed on the bottom-right hand side of the container door and the adjacent corner. One MSL will be applied to the RFID tag.

g. Ensure the proper placement of RFID tags on all containers. The RFID tag will be placed on the inside of the locking bar with a zip tie.

h. Connect all tri-cons and quad-cons together to form a 20-foot container. Attach waterproof orange packet to the outside of the container door and reinforce with tape and adhesive spray glue.

4. Containers containing HAZMAT:

a. Fire extinguishers with a PSI less than 241 are not HAZMAT and can be shipped as regular cargo.

b. ALL HAZMAT must be documented, signed, and dated on a DD 2890. All DD 2890 forms need to be accompanied with the respective ERG 2004 MSDS and DD 2781.

c. Four placards are applied with the proper HAZMAT class, one on each side of the container if necessary.

5. Container Documentation:

a. DA Form 5748-R (Shipment Unit Packing List and Load Diagram) or DD From 1750: Ensure that all containers have four copies of a packing list and load diagram. Two copies must go inside of the container and two copies go outside the container.

b. The load card gives a general diagram of the contents inside the container and will facilitate an individual to locate any of the contents, if necessary.

c. Ensure packing list is annotated on form DA Form 5748-R. The form needs to be signed, dated, and placed inside and outside of the container.

d. DD Form 1907 (Signature and Tally Record): Ensure any container with sensitive items has three copies of DD 1907 with the sensitive item's serial number inventory attached. One copy goes inside the container, one is for the shipper's records, and one is delivered to the port. The unit is responsible for delivering the DD 1907 to the port.

e. Do not list sensitive items on the exterior copies. The port considers a sensitive item to be any cryptographic device, such as an ANCD, any weapons, night vision goggles, and radios that have not been zeroed out.

f. HAZMAT will not be loaded in a container that also carries sensitive items. Sensitive Items are annotated on DD Form 1907 and must be placed on the inside of the container ONLY. DO NOT place DD1907 on the outside of the container. Minimum 2 copies.

g. ETRR (Export Traffic Release Request): This needs to be filled out for every container that is determined to be shipped commercially. SDDC will notify the unit if the container will be shipped commercially.

h. DD Form 2890 (DOD Multimodal Dangerous Goods Declaration): Ensure any container with hazardous materials has four copies of DD 2890 to properly declare all HAZMAT. One copy goes inside the container, one copy goes outside the container, one copy is for the shipper's certifying official, and one copy is delivered to the port HAZMAT officer. Lastly, each copy of the DD 836 needs to be accompanies by the appropriate Emergency Response Guide (ERG) for each different type of HAZMAT classification.

i. DD Form 2781 (Container Packing Certificate): This form can be utilized for all HAZMAT containers in conjunction with the DD 2890 and ERG 2004. The DD 2781 walks a unit through all the steps that are necessary to ensure that a container is properly loaded with HAZMAT.

j. Emergency Response Guide (ERG) 2004: The ERG 2004 is primarily a guide to aid first responders in quickly identifying the specific or generic hazards of the material(s) involved in the incident, and protecting themselves and the general public during the initial response phase of the incident. The unit may use the corresponding Material Safety Data Sheet (MSDS) for the HAZMAT in the unit's container.

6. Container Customs Inspection:

a. The containers must be completely empty and cleaned by the inspected unit prior to examination. Inspection emphasis will be placed on the internal areas to ensure standards of cleanliness. The interior of all containers must be swept out prior to arrival of Customs personnel.

b. All cargo will be examined by Customs before the unit loads the containers.

To allow for an expedient inspection, all equipment that is subject to be containerized must be on hand and staged prior to inspection.

c. All locked/secured boxes and containers must be open and readily accessible for inspection.

d. Individual military equipment may be placed in unit containers at the discretion of the unit commander, but each individual must be present while his/her equipment is examined.

e. Customs Form (DD Form 2855) must be completely filled out with the customs stamp on the front, and signed by the CBCA responsible for that container. The customs form must be placed on the door next to the seal, and the seal # and container # must be annotated on the customs form A

f. The customs seal must be placed on the locking side of the container. Ensure that the seal is securely locked into place.

g. A stamped DD Form 2855 will be affixed to the inside (copy) and outside (original) of the door of containers.

h. Once the container has been cleared by a Customs, tampering or opening the container is forbidden. If the seal is broken or removed, without a Customs being present, re-examination of all cargo is required, and a new customs form and seal must be affixed

7. Container Inspections:

a. All containers need to be customs inspected and sealed, have proper shipping documentation, and have their own Military Shipping Label's and RFID tags affixed.

b. Containers may be sealed and shipped directly to the port, provided they meet all criteria for redeployment. If they do not, they will be "frustrated" at the port and possibly shipped back to a RAA. In those cases where the unit does not have the ability to ship the containers directly to the port, they may request for DSB assistance or complete the redeployment process for containers when the unit reaches their RAA.

Annex 7 – Movement Control

TABLE OF CONTENTS

	PAGE
1. Common User Land Transport (CULT) Assets	2
2. Submitting a Transportation Movement Request (TMR)	3
3. Asset Allocation Process	3
4. Bus Support	4
5. Ground Assault Convoys (GAC)	5
6. MCT Locations and Functions	6
7. Theater MCB Web Resources	7
8. Important POCs	8

ANNEXES

1. Transportation Movement Request Form (CULT)	10
2. Transportation Movement Request Form (BUS)	11
3. Escort Rules	12
4. Convoy Blackout Sheet	13
5. Kuwait Strip Map	14

1. COMMON USER LAND TRASPORT (CULT) ASSETS

There are 3 types of CULT assets available for customer use:

- Flatbed – Most equipment is transported using the 40' flatbed trailer.
- Heavy Equipment Transport (HET) – HETs are used to transport equipment that is outsized or overweight or equipment that will not fit on standard 40'flatbeds. HETs are also used when Material Handling Equipment (MHE) and loading ramps are not available.
- Palletized Loading System (PLS) – are used primarily for ammunition transport and moving other equipment in and around Kuwait.

When CULT assets are allocated during the asset allocation board, they are allocated as either "green" or "white" or as a combination of both.

Green – Green means that they are military trucks driven by US soldiers. These trucks *do not* have to be escorted by the customer. The customer makes all necessary coordination with the truck battalion designated to support the customer's mission. Green trucks will arrive at the origin and spot time requested by the customer.

White – White trucks are commercial, contracted trucks that are driven by contracted laborers. Customers are responsible for picking up white trucks from the IAP (Heavy Lift V) or PWC (Heavy Lift VI) truck terminals co-located off of Highway 40 just 20 minutes north of Camp Arifjan. Customers will pick up the trucks, escort them to the point of origin for upload, escort them to the destination for offload, and then escort them back to Heavy Lift V (IAP) or Heavy Lift VI (PWC) truck terminals once the mission is completed. For local moves within Kuwait, this must all be done within a twelve hour period. If it will take longer than 12 hours, an extension must be requested through the battalion that manages these assets (currently 828 Battalion @ DSN 438-7338). The drivers will most likely have to be switched. If a customer has been allocated white assets for a north-bound move, the customer is responsible for escorting the trucks from the truck terminal to the upload point origin point. Following upload, the customer is responsible for escorting the trucks to Navistar where they will link up with green trucks and escort platforms that will ultimately form the convoy that will push north.

2. SUBMITTING A TRANSPORTATION MOVEMENT REQUEST (TMR)

In order to utilize CULT assets, the customer must submit a Transportation Movement Request (TMR) as an official request. The TMR must be submitted through the servicing Movement Control Team (MCT) located at the customer's origin node. Division Transportation Officers (DTO) and Brigade LNO's should check in with the Plans, Programs, and Operations (PP&O) section at the Movement Control Battalion (MCB) S-3 section upon arrival at Camp Arifjan. These officials will be allowed to submit TMR's at the TMR processing center in Bldg# 505, Bay 2, located at Camp Arifjan.

*****Important Points to Remember When Submitting a TMR*****

- TMRs for local moves (within Kuwait) must be submitted at least 48 hours in advance.
- TMRs for Northbound moves must be submitted at least 72 hours in advance.
- If you need to move equipment between locations in Iraq, contact the Corps MCB @ 302-529-8508 / 8509 / 8436.
- Maintain positive control of your TMR number. It is the control number for your request and the easiest way to assist when inquiries are made about your TMR.
- MCTs are the points of contact for TMR status.
- Make sure all TMRs are filled out completely and accurately. Good 24 hour POCs are essential. If the MCT has a question about your TMR and cannot reach you, the TMR will be placed on hold until questions and discrepancies are resolved.
- Remember the "R" in TMR stands for "request." While the MCB does everything it can to get everyone's' equipment moved as closely to the requested date as possible, TMRs are reviewed and allocated in the Asset Allocation Board according to priority and asset availability.
- Send unit LNOs to the Asset Allocation Board to represent your unit's interests. The Asset Allocation Board is held daily @ 1100hrs in BLDG 506 in the National Guard and Reserve Affairs Conference Room.

3. ASSET ALLOCATION PROCESS

- Customer submits TMR to MCT.
- MCT forwards TMR to the Movement Control Battalion (MCB) for processing.
- MCB places the TMR on the TMR Tracker.
- MCB forwards TMR to the Transportation Group.

- The Transportation Group reviews all TMRs submitted during the day and sorts them according to established priorities.
- The Transportation Group conducts the Asset Allocation Board the next day at 1030 hours to determine which assets are available to support submitted TMRs.
- The Transportation Group balances requirements against capabilities and tasks subordinate truck battalions with transportation missions to support TMRs.
- Once assets are allocated, the TMR is added to the Theater Movement Program so all interested parties can view what is going to be moving within the next 24 hours.
- The customer is notified that his/ her TMR has been allocated either at the allocation board at 1100 hours or by the servicing truck battalion.
- Once transportation is spotted at the customer's requested origin, the TMR is placed in a closed status on the TMR Tracker.
- The TMR Tracker is updated and posted to the 53rd MCB web page daily for customer inquiries.

Note* If transportation is not allocated to the customer at the allocation board, the TMR will remain as "open" and discussed each following day until allocated. There's no need to re-submit TMRs.

4. BUS SUPPORT

There are 2 types of buses available for customer use:

- 45 Passenger - The 45 passenger bus provided by HETCO is the primary means of transportation for movement of Soldiers within Kuwait. Units requesting 45 passenger buses will submit Bus Transportation Movement Requests (TMR) to local movement control teams (MCT), located at every camp in Kuwait, no later than 48 hours out from scheduled SP times. Units may submit TMR request NET 24 hours out for flight missions only. Buses are allocated to units for 12 hours at a time. If mission is going to exceed pass 12 hours, unit must notify Bus Operations cell immediately. Units will be required to pick up their bus at the HETCO bus yard on 7th ring road. Units that are arriving/departing country will have their busses delivered to the origin MCT. HETCO is the only authorized fuel location. The camps do not provide fuel for the HETCO buses.

- 25 Passenger- 25 passenger buses provided by HETCO are used primarily for local units conducting daily shuttle bus operations within Kuwait. Units requesting 25 passenger buses from HETCO will report to the 53rd MCB Plans, Programs, and Operations (PP&O) to complete a memorandum for record and a Standing Transportation Movement Request (STMR). Units requesting 25 passenger buses must provide their own qualified drivers as well as maintain all documents and records provided by HETCO. It is the unit's responsibility to turn the buses in on time for scheduled maintenance. Units are responsible for picking up 25 passenger buses from the HETCO bus yard located on 7th Ring Road in Kuwait. HETCO is the only authorized fuel location. The camps do not provide fuel for the HETCO buses

5. GROUND ASSAULT CONVOYS (GAC)

A Ground Assault Convoy is one in which there are no CULT assets involved. The unit uses its own vehicles and internal assets to travel from its origin to destination. All road-able vehicles are Ground Assault Convoyed in Kuwait, and must follow the same ground movement rules outlined with this section of the handbook as well Annex 2 Escort Rules.

Per Multi-National Coalition-Iraq (MNC-I), American Military Personnel are only authorized to travel in Up-Armored Vehicles in Iraq; therefore, all Ground Assault Convoys going to Iraq must have at least level III Armor. ***All soft-skinned vehicles are line-hauled to and from Iraq utilizing CULT assets***

THE FOLLOWING RULES APPLY WHEN CONVOYING IN IRAQ:

- Convoys must travel within the Movement Window and on the designated convoy routes outlined by MNC-I.
- The gun truck to vehicle ratio is 1:10 for locations South of Scania. North of Scania, the ratio increases to 1:5.
- Each gun truck must have a driver, TC, and a manned Crew-Served Weapon.

Please contact the 53rd MCB / HTD section with any questions or concerns regarding GAC Convoys.

6. MCT LOCATIONS AND FUNCTIONS

Movement Control Teams (MCTs) are located at all Military Installations in Kuwait to assist with TMR processing, issue Convoy Clearances for movement within Kuwait and to Iraq, and to facilitate movement needs between the Theater and the Corps.

CAMP VICTORY
- Serves as a primary redeployment station
- Ammo Holding Area (AHA)
- Can hold up to 3500 vehicles

CAMP VIRGINIA
- Primarily for coalition forces and Joint-Sourced
- Deploying CS/CSS units staging base
- Overflow for redeploying units

CAMP BUEHRING
- Deploying combat units staging base
- Main training base in country (ranges, combat live fire, etc.)

NAVISTAR
- Border location with Iraq
- Controls traffic flow between Kuwait and Iraq
- Conducts vehicle inspections inbound and outbound
- Conducts route intelligence briefings
- Conducts Convoy Commanders' briefings

KUWAIT NAVAL BASE (KNB)
- One of three ports utilized for deployment / redeployment of unit equipment
- Overflow Sterile yard, Wash rack
- Military watercraft operations for Intra-Theater Movement

SHUAIBA (SPOD)
- Main port used for deployment/redeployment of unit equipment
- Kuwaiti and Military traffic
- Can receive a maximum of 40 vehicles per hour
- Container yard, Sterile yard
- Can berth up to 4 ships

CAMP ARIFJAN
- Issues TMRs for CULT assets
- Manages requests for MHE

ALI AL SALEM

- Airbase used to fly soldiers between locations in Theater
- Process and inspect all Army cargo being flown around Theater
- Inaccurately referred to as the APOD
- Hosts R&R program
- Can support requests for lowboys
- Army units are processed through Doha after arriving at KCIA (Kuwait City International Airport)

KUWAIT CITY INTERNATIONAL AIRPORT (KCIA)

- Receives PAX that are arriving into Theater (Deployers and those returning from R&R)
- Provides all of the coordination necessary to shuttle soldiers between APOD and processing Camps

7. THEATER MCB WEB RESOURCES

- TO REQUEST CULT ASSETS
  http://www.swa.arcent.army.smil.mil/subordinate_commands/53rd_MCB/

- TO VIEW AND VERIFY YOUR LINEHAUL TMR
  http://www.swa.arcent.army.smil.mil/subordinate_commands/53rd_MCB/

- TO VIEW WHAT IS BEING LINEHAULED FROM KUWAIT
  http://www.swa.arcent.army.smil.mil/subordinate_commands/53rd_MCB/

- TO VIEW AND VERIFY YOUR BACKHAUL TMR INFO AND TO SEE WHAT IS BEING BACKHAULED FROM IRAQ
  http://www.swa.arcent.army.smil.mil/subordinate_commands/53rd_MCB/

- 484TH MCB IRAQ (on 6 OCT 05, 27th MCB will be in charge)
  http://www.balad.iraq.centcom.smil.mil/UNITS/1COSCOM/484th/default.htm

- IRAQ ROUTE STATUS
  http://www.iraq.centcom.smil.mil/sections/G4/trans/msr_daily%20status/

8. IMPORTANT POCS

53rd MCB		
• PPO	430-5084	TMR and Movement Program
• HTD	430-5611	Convoy Clearances
• SECURITY	430-5613	Security Link-Ups
• S-3	430-5062	
CFLCC C4 AIR	430-5647	
MCTS		
• ARIFJAN	430-7135	
• BUEHRING	828-1118	
• VICTORY	823-1012	
• VIRGINIA	832-2013 / 2017	
• SPOD	720-1979 / 923-6248	
• ALI AL SALEM	442-2182 / 9934	
• KNB	976-0194 / 973-9283	
• NAVISTAR	844-1007 (NORTH)/844-1049 (SOUTH)	
ARIFJAN RESOURCES		
• STERILE YARD	965-7554 / 963-8924	
• WASH RACK	430-4838	
• CUSTOMS	430-2162	
• CONTAINER YARD	720-2989	
• GATE (ECP 1)	965-7654	
KNB STERILE YARD		
PMO	430-1343	
CALL FORWARD MESSAGE #s	238-1035	
37th TRANS GROUP	430-5100 / 5666	
TRUCK BATTALIONS		
• 828th	430-7338	
• 180th	430-5517	
• 28th	430-7180	

IRAQ POCS

27th MCB
(ANACONDA) 302-529-8436 / 8508

MCTS

- TALLIL 318-833-1008
- SCANIA 318-837-1009
- BIAP 305-551-9503 / 318-453-0113
- TAJI 302-558-2646
- ANACONDA 302-529-6556 / 6573
- FALLUJAH 302-340-1417 / 1420
- TQ 318-342-0640 / 0641
- AL ASAD 302-580-1313
- SPEICHER 302-553-9519 / 536-2302
- KIRKUK 302-523-2599
- Q-WEST 302-558-3624 / 587-7409

ANNEX 1: Transportation Movement Request Form

53RD MOVEMENT CONTROL BATTALION
ARIFJAN, KUWAIT
Transportation Movement Request
(Buses/Baggage Trucks)

TMR # (**MCB or MCT use only**):	Requesting Unit		UIC	
# 1 POC (LNO or Unit CDR) & phone #		#2 POC (Convoy Commander) & phone #		
Date Required	Date of Return	Origin	Destination	# Pax
(MCB or MCT use only): Unit escort Empty Bus Escort	Time of Return	FLT #	Priority(Select One): 1. Deployment 2. Redeployment 3. Sustainment 4. Training Support	
Pick Up Date & Time (HETCO)	Spot Time	Convoy SP		
Request Link-Up Time for KMOI/KMOD	Cargo Description			
Special Requirements/Mission:				

- **TMR's must be submitted at least 48 Hours prior to request pull date. (EX: If you request to move Wednesday submit your TMR by 1700 Monday).**
- **Buses/ Baggage Trucks are good for ____ hours.**
- **Please contact the MCT or MCB immediately if you need to change or cancel your request.**
- **Call HTD (318-430-5611) 1 Hr prior to SP to confirm security "Link-Up Time" and "Link-Up Location" with KMOI/ KMOD.**
- **Convoy Commanders must read and understand current CFLCC Force Protection requirements for buses/ baggage trucks. Refer to the following web site on SIPR**
  http://www.swa.arcent.army.smil.mil/staff_section/PMO/?source=/staff_sections/PMO/&drive=Antiterrorism%20and%20Force%20Protection&base=/staff_section/PMO/ and read:
  - **? Arming Stance**
  - **? Latest Frago**
  - **? Kuwait Movement Force Protection Matrix**
- **For additional information, scheduling or emergencies contact 53rd MCB Operations @ 430-6617.**

Print Name: _____ **Sign Name:** _____

(MCB or MCT use only)

Date & Time Received	Submitted by	Received by (MCT):	Requesting MCT & #

45 Pax	25 Pax	Bag Trks	SECURITY		
			MP	KMOI/KMOD	SELF ESCORT

Date	Time	Action/Status	Initials

As of 01 Oct 05

ANNEX 2: Transportation Movement Request Form

53RD MOVEMENT CONTROL BATTALION
ARIFJAN, KUWAIT
Transportation Movement Request
(CULT Mission)

TMR # **(MCB or MCT use only)**:		Requesting Unit:		UIC:
Origin POC & Phone #:			Destination POC& Phone #:	
Requested Spot Date & Time		**If oversized specify below (for more than one piece attach a copy):**		Priority(Select One): 1. Deployment 2. Redeployment 3. Sustainment 4. Training Support
Origin:	Destination:	Height:	Length:	
No. & Type of assets Requested:		Width:	Weight:	
Cargo Description:				
Special Requirements:				

- **TMR's must be submitted at least 48 Hours prior to request pull date. (EX: If you request to move Wednesday submit your TMR by 1700 Monday).**
- **If load is special cargo, oversized or overweight, fill out length, width, height, and weight. (Add attachment if necessary).**
- **In order to verify the allocation of assets, call the 53rd MCB after 1500 hrs the day before your request date.**
- **For northbound moves to Iraq there are 23 approved drop-off locations. Any other drop off location must be approved by the Iraq MCB(318-829-3059).**

.Please contact the MCT or MCB immediately if you need to change or cancel your request.

- **Call HTD or servicing MCT 4 Hrs prior to SP to coordinate security "Link-Up Time" and "Link-Up Location" with KMOI/ KMOD.**
- **Call HTD (318-430-5611) 1 Hr prior to SP to validate Link-Up time is accurate.**
- **Convoy Commanders must read and understand current CFLCC Force Protection requirements for buses/ baggage trucks. Refer to the following web site on SIPR**

http://www.swa.arcent.army.smil.mil/staff_section/PMO/?source=/staff_sections/PMO/&drive=Antiterrorism%20and%20Force%20Protection&base=/staff_section/PMO/ **and read:**

- **? Arming Stance**
- **? Latest Frago**
- **? Kuwait Movement Force Protection Matrix**

- **For additional information, scheduling or emergencies contact 53rd MCB Operations @ 430-5624/5084.**

Print Name: _____ **Sign Name:** _____

(MCB or MCT use only)

Date and Time Sent:	Contact Information: 53rd MCB DSN: 318-430-5264/5084 From Cell: 389-5264/5084	Requesting MCT:

Date	Time	Action/Status	Initials

As of 01 Oct 05

ANNEX 3: CFLCC Escort Rules:

CULT / Green Assets	1-2	3-4	5	6-19	20+
** All Redeployment moves to SPOD/SPOE	Convoy Clearance#			Convoy Clearance# KMCI or KMCD	Convoy Clearance# KMCI or KMCD
All Military (green) to & from Shuwaik Port	Convoy Clearance# & KMCI			Convoy Clearance# & KMCI	Convoy Clearance# & KMCI
All Military (green) Trucks	Self Escort			Convoy Clearance# KMCI	Convoy Clearance# KMCI
White Trucks with Military Equipment	Self Escort			Convoy Clearance# KMCI	Convoy Clearance# KMCI
Empty White Trucks or Containers	Self Escort			Convoy Clearance# Self Escort	Convoy Clearance# Self Escort
Loaded Fuel Trucks	Self Escort			Convoy Clearance# KMCI	Convoy Clearance# KMCI
Empty Fuel Trucks	Self Escort			Convoy Clearance# Self Escort	Convoy Clearance# Self Escort
Ammo or Weapons	Convoy Clearance# KMCI	Convoy Clearance # KMCI	Convoy Clearance# KMCI	Convoy Clearance# KMCI	Convoy Clearance# KMCI
White or Green Trucks Carrying Weapons	Convoy Clearance# KMCI			Convoy Clearance# KMCI	Convoy Clearance# KMCI
Recovery Vehicles on Mission	KMCI Exempt				

Buses	=5	=6
Buses 25 pax	One vehicle escort is required (military or HN)	Two vehicle escorts are required (military & HN)
Buses 45 pax	One vehicle escort is required (military or HN)	Two vehicle escorts are required (military & HN)
Buses (empty)	No escorts required	No escorts required

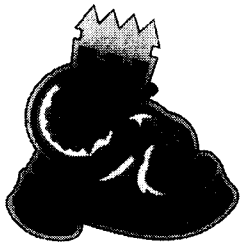
** Reference: TAB D, APPENDIX 3, ANNEX C TO OPORD 05-007

** Call the HTD section of the 53rd MCB (DSN 430-56-11 / 5613 / 5417) if you are not going to make your SP time. HTD will call the Kuwait Rear Operating Center (KROC) to reschedule your link-up time.

** From a cell phone, dial: 389 - 5611 / 5613 / 5417.

ANNEX 4: Kuwait Black-Out Times

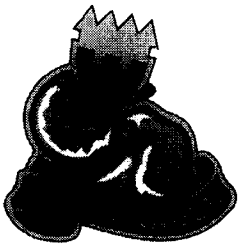
53d MCB



Kuwait Black-Out Times

11 SEP 2005 – JUN 2006

53d MCB



Mubarek Road:

(The road leading from Arifjan to 40)

Sat to Wed

0630-0730: Convoys Entering Camp Arifjan

1230-1330: Convoys Departing Camp Arifjan

Restriction applies to movements larger than a HMMWV

No Restrictions for NTVs & Buses

Route 304:

Sat to Wed

0630-0730 and 1230-1400

Restriction applies to all Tactical Vehicles

No Restrictions for Bus & NTV movement

Ali Al Salem

(Kuwaiti Gate)

Sat to Wed

0600 – 0700: Entering the air base

1300 – 1400: Departing the air base

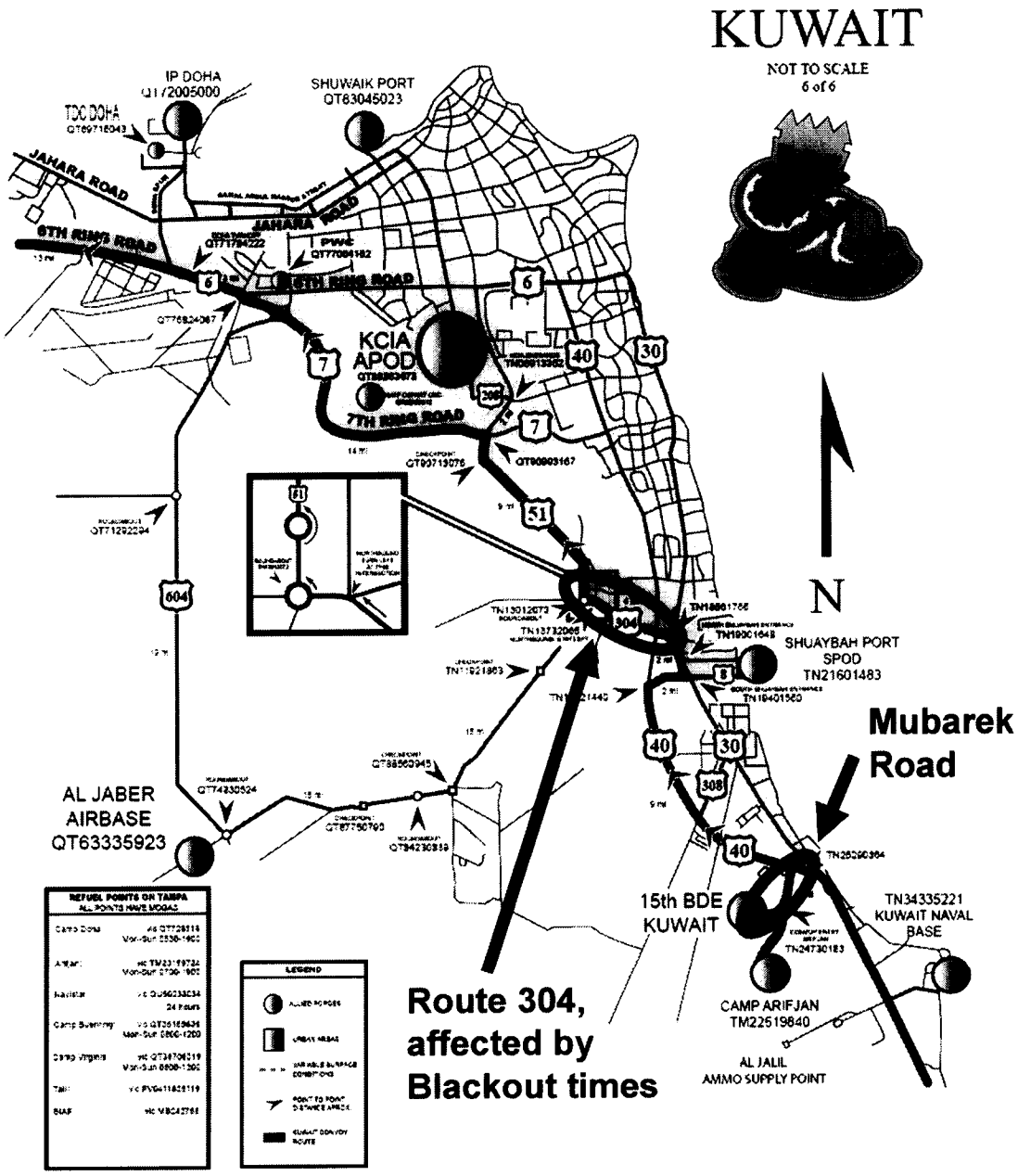
Restriction applies to convoys & bus movements of two or more

No restrictions to NTVs & single bus movement

Highway Traffic Division: 430-5613/5417

28 Sep 05

ANNEX 5: Kuwait Strip Map:



"FOR OFFICIAL USE ONLY"

Annex 8 – Support Packages

1. DOL, ASG-KU is the agency responsible for providing Non-Tactical Vehicle Support for rotational forces within the Kuwait Area of Operations.

2. NTV requirements for rotating forces will be identified by D/R Ops, contracted by DOL (in coordination with DRM and DOC), and issued/received by TMPs at Camp Arifjan and Camp Buehring. All other NTV requirements will be managed by MSC's

3. NTV packages will be determined by D/R Ops in coordination with ASG-KU S-3 and DOL. Brigade size elements and above will be provided package information at PDSS conference. Separates will be determined by D/R Ops.

4. ASG-KU S-3 will manage the location of packages with coordination of DOL and D/R Ops. NTV packages will be located at TMPs at Camps Arifjan and Buehring.

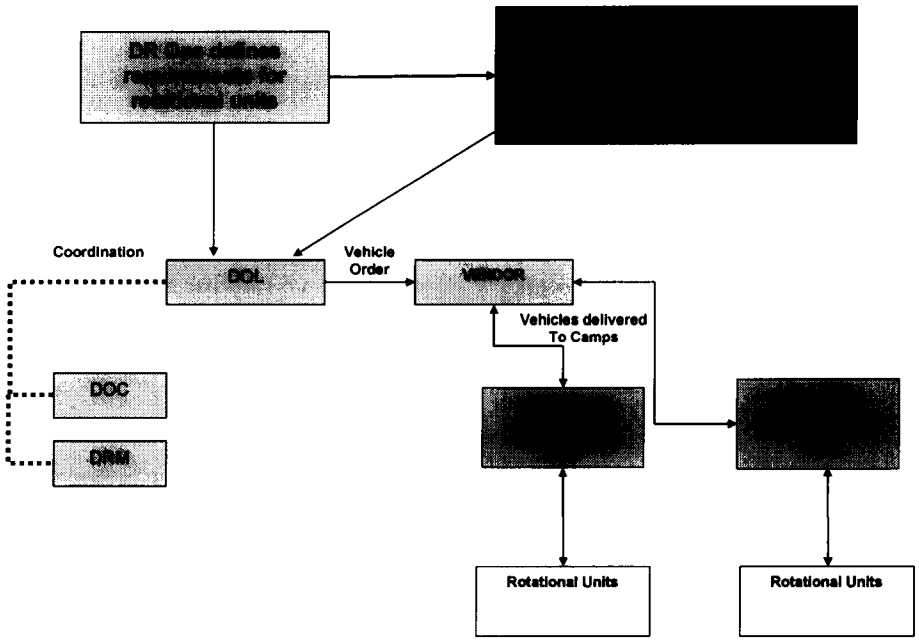
5. Units will follow accident/vehicle damage procedures located in the BCT Support Package Vehicle SOP (published by DOL, ASG-KU).

6. TMPs will maintain accountability and maintenance status of all assigned vehicles and coordinate with Vendor as required to turn-in vehicles as required.

7. Vehicle sets are incorporated into ASG-KU Transportation Motor Pool. Contact issuing TMP with maintenance issues. The Director, DOL remains the approving authority for permanent party units, but the S3, ASG-KU will provide oversight in all vehicles issued for transient units from the TMP.

8. A standard NTV support package consists of 20 ea. Non-Tactical Vehicles and 10 ea. 25-PAX buses. This will be the standard issue for a BCT. Packages for separates will be determined based upon size of unit, mission of unit, and available NTVs.

Process for NTV issue to Rotational Forces:



Annex 9 - Purging SOP

AFZH-C4 POL 19 MAY 05

MEMORDANDUM FOR Commanders, Coalition Forces Land Component Command (CFLCC), Camp Arifjan, Kuwait, APO AE 09306

SUBJECT: Fuel System Purging and Vapor Test Standard Operating Procedures (SOP)

1. **References**:

   A. FM 10-68, Aircraft Refueling
   B. AR 385-10, The Army Safety Program
   C. AR 385-55, Prevention of Motor Vehicle Accidents
   D. TB 43-0212, Purging, Cleaning and Coating Interior Ferrous and Terne Sheet Vehicle Fuel Tanks.
   E. FM 10-71, Petroleum Tank Vehicle Operations
   F. OSHA Standard 29 CFR 1910.146
   G. TM 38-450, Storage and Maintenance of Preposition Material Configured to Unit Sets.
   H. MIL-V-62038E (AT), Vehicle, Wheeled: Preparation for Shipment and Storage.
   I. TM 38-470, Storage and Maintenance of Proposition Stock Material.

2. **Purpose**: To provide a Standard Operating Procedure (SOP) for fuel tanker purging and vapor testing prior to unit redeployment operations.

3. **Scope**: It is imperative that each bulk fuel tank receive swift and accurate multi-gas test certification prior to redeploying from theater. The Sea Port of Debarkation (SPOD) will not authorize any redeploying fuel tank system access to the decks or loading zones of any of its ocean-going vessels, as highly volatile and explosive vapors are created from un-purged systems. Many units declare that they were not required to perform the purging process, nor have a vapor test on their fuel systems, however, each fuel tank system will be purged, tested, certified and sealed before they embark on any sea-going vessel. Follow the guidelines provided within this SOP and you will swiftly and successfully complete the process and redeploy to home station.

4. **Tanker Purging & Vapor Testing Process**:

   A.. Connect a ground cable to the fuel tanker and drain all petroleum products from fuel compartments, piping, manifolds, meters, hoses and filter separator.

B. **Remove filter elements and Go/No Go fuses from filter separator.** Note: You must order the filter and gasket replacement, post-haste, if your unit is required to be ready upon embarkation. You will be required to secure the National Stock Numbers (NSNs) from your Technical Manual (TM). **Recommend ordering these critical repair parts NLT 90 days prior to redeployment in order to give the supply system ample time to stock or place your request on order.**

C. Remove meter screen and nozzle screen and drain all petroleum product from the filter separator's water sump and close, or plug, all valves and ports.

D. All fuel must be downloaded at either fuel farms at Cedar II, Buehring, Arifjan, or TFS. Cedar accepts JP8, DF2, and Mogas and each site performs the required API and Aqua Glow fuel test. Fuel will only be authorized to download, at one of these sites, if they pass each of the two crucial tests. If any of your fuel systems fails either test, the contaminated product and/or system will be taken to TFS. The POC for Buehring is Mr. Lucas, KBR, at 720-1553. If you have valid documentation stating the fuel is "suitable for use," then you will be required to bring it to Buehring to show it is good. If the fuel is not proven suitable for use, then it will be determined contaminated fuel and will be dumped in the contaminated fuel bags.

E. POC for Arifjan is Mr. John 649-8701. Mr. John only takes contaminated fuel. POC for TFS is Juan Morales at 720-5765. Juan Morales takes JP8, DF2, and contaminated fuel. **TFS does not accept Mogas**. Additionally, if you have contaminated fuel make sure you make prior arrangements to see if he has the available capacity to accept the contaminated fuel. In all cases, prior contact needs to be established before sending fuelers to download fuel. The POC for Cedar II can be contacted at 842-1216.

F. Fill all fuel compartments to the halfway point, or 50-percent of the capacity,. with water. **Note**: Ensure that you have the physical locations of the each wash rack prior to your unit's redeployment begins. You unit S-4 will be able to provide you these locations, across the theater, as not all base camps have wash rack capabilities.

G. Add biodegradable purging solution using the following chart for Simple Green **(NSN 7930-01-306-8369)** or Citra-Kleen (**NSN 7910-01-350-7034**), and continue to fill the tank to full capacity with water. **Note**: Ensure that you order Simple Green or Citra-Kleen through your normal supply channels. Simple Green is the preferred solution to purge your tankers, as it provides the requisite cleansing agents and it is 75-percent more cost-effective than Citra-Kleen. The Camp Arifjan Class III POC may be reached at 430-7080. When you contact the POC, ask them to place an order for SIMPLE GREEN OR CITRA-KLEEN. Generally, it takes a minimum of two months to restock if the product is not in stock, therefore, it is imperative to place the order at least 90 days in advance.

H. If you purge your vehicles in Iraq you will need to get the SIMPLE GREEN OR CITRA-KLEEN delivered to you, or procure the product through another valid source. One of the major problems units experience is they wait until the week before they redeploy and do not have SIMPLE GREEN OR CITRA-KLEEN available to purge their vehicle. They call us for the product and we have to refer them to the Camp Arifjan Class III warehouse POC. When multiple redeploying units use this ill-prepared action, it creates a supply problem with our cleansing agents. **Note**: **It is for this reason that we urge units to place the product on order a minimum of 90 days in advance of redeploying through Kuwait.** If the unit arrives, without ordering the requisite quantities of Simple Green or Citra-Kleen, it could create a major impact on the unit's allocated redeployment date.

5. **Tanker Capacities**: Tanker capacities and their required quantities of cleansing product are as follows:

9 SIMPLE GREEN

7500 gallons use 20 gallons of solution
5000 gallons use 15 gallons of solution
2500 gallons use 10 gallons of solution
1200 gallons use 5 gallons of solution
525/600 gallons use 3 gallons of solution

10 CITRA-KLEEN

7500 gallons use 18 gallons of solution
5000 gallons use 12 gallons of solution
2500 gallons use 5 gallons of solution
1200 gallons use 3 gallons of solution
525/600 gallons use 1.5 gallons of solution

(**Note**: When purging the M970 fuel tanker with water solution it is necessary to bypass the automatic float shutoff valve. This is accomplished (after removing your fuel water separator filters) by unscrewing the pin in the center of the automatic float and placing a ½ inch ID by 1 ½ inch long piece of PCV piping over the shaft of the pin and then reinstalling the pin.)

A. Close and secure all compartment hatch covers. Close all valves and disconnect the ground cable from the tanker.

B. **Operate the vehicle for approximately one hour to agitate the solution throughout the tanker.** The movement to Camp Arifjan or Camp Doha should be sufficient to clean the interior of the tanker. Upon entering Camp Arifjan, the redeployment convoy will proceed to the four corners operation, then stage on the staging lot. Tankers at Camp Arifjan must coordinate with the Wash Rack Manager (ITT at Camp Arifjan) for arrangements for purge water download. Units must schedule

to download purge water and schedule a vapor test before going to the wash rack to wash.

C. Ground your fuel tanker and open all inter-compartmental dump valves. Circulate the water and biodegradable purging solution mixture through the pump, meter, filter separator, and dispensing hoses for three minutes. **Note**: Tankers with on board running pumps circulate the solution using the organic on board pump.

D. Open all dump valves and the gravity port. Drain water-purging solution into an oil water separator or other disposal location.

E. After all purging solution mixture has been drained, rinse fuel compartments with clean water over and oil-water separator.

F. The purging solution can be transferred and re-used up to "three" times in other tankers. The purging solution is biodegradable; however, oily particles remain in the mixture. If you are not going to transfer the purging solution mixture to another tanker, dispose of the solution IAW local regulatory guidance, such as through an oil water separator at an authorized hazardous waste disposal site.

G. **All compartments, piping, manifolds, meters, hoses, and filter separators have to be dry before testing for vapors.** **Note**: If the unit fails to ensure the bulk fuel system is dry prior to testing, then the components of the system and the tank could potentially rust from the purging solution and water during transport (unless the system is cast in stainless steel). After testing is complete, the fuel system will be sealed and certified.

H. When all purging and drying is complete, close all valves/ports, and replace all filters IAW the appropriate vehicle's TM. Ensure that you have all your caps and hatches, they will need to be present so the can be sealed after the testing is complete.

6. **Air-Drying**: To expedite the air-drying of the tanker, one may obtain an air-dry system (NSN 4140-01-306-9138 managed by S9G) and follow the following procedures:

A. Position and ground the petroleum fuel tank vehicles in an open area away from any building or spark producing equipment.

B. Open all valves on the tank vehicle, including the drain valve on the filter separator. Remove all filters.

C. Completely unroll fuel dispense hoses and tie the nozzle handles open.

D. Place an electric (explosive-proof) blower (ground the electric blower) and 8" X 15' conductive ductings close enough to the petroleum tanker so that the conductive ducting can reach all hatch covers.

E. Place cell duct adapter plate over the fuel compartment hatch cover and ensure a tight seal is obtained. Use tape if necessary to seal the compartment completely.

F. Turn on air blower and force air into fuel compartments.

G. When dry close all valves, ports, and replace with new filters where applicable.

7. **Purging and Drying**: After Purging and Drying is complete contact your designated Materiel Management Center (MMC) to establish an appointment for a vapor test.

A. **Ensure you have the serial number off of the tank and the bumper number off of the trailer when requesting a vapor test.** The information for the POC is listed below under 4(E) and 4(F).

B. The bulk fuel equipment cannot be moved to the wash rack until each piece has been vapor tested.

C. At the time of testing **all caps need to be open, valves open, drains open, lines dry, tank dry, hatch open, air dried for at least 24 hours, flammable plaques removed or flipped** and double-check that the tanks and lines are checked for contraband.

D. A Senior Officer or NCOIC is required to clear the unit when all testing is completed. Someone will sign a document stating all tactical POL storage has been tested in his or her unit. This needs to be accomplished to ensure all POL storage has been tested prior to redeployment.

E. If equipment is not vapor tested and this process is bypassed then the POL storage equipment or vehicles will set at port until an authorized unit representative corrects the problem. The ship will not load the POL storage equipment unless each piece has valid documentation of passing the vapor test at Camp Doha or Camp Arifjan. **Note**: Ensure that you attach a copy of the testing documents inside the driver's door and on a flat spot on the tank area, such as the tool box. This needs to be completed after washing, so the documents are not washed off prior the customs inspection and trip to the port.

F. Once you have passed the vapor test, you will be required to replace your filters and seals that were removed. We highly recommend that you replace the filters after you arrive at the United States port of embarkation, as salt builds up on the filters and creates rust in the filter housing.

8. **Customs Inspection**:

   A. The no-contraband document, metal seal (with serial number), hatch and valves must be securely fastened to the bulk fuel container. If these items are not emplaced, Customs Officials will break the seals and the SNIFF Test will be considered null and void.

   B. The only personnel authorized to SNIFF Test bulk fuel equipment, at Camp Arifjan, is SFC Smith, SFC Glen Gordon, SSG Sidney Askeland, or SPC Adrian Bostick.

   C. The approved Camp Arifjan SNIFF Test personnel will have no third party interest with any redeploying unit. If they discover any contraband, they will report it to the local Military authorities and Customs Officials, immediately. **Note**: Customs Officials have the authority to break seals, at any time, if they suspect contraband is concealed in the bulk fuel tank.

9. **Additional Safety Information**: A fuel tank is considered a confined space, therefore, comply with OSHA's confined space standard, 29 CFR 1910.146, and any installation regulations before entering a fuel tank. Prior to entering a fuel tank, consult your base installation environmental, safety, and medical personnel.

Points of Contact:

A. POC for the D/R OPS Wash Rack, DSN 318-430-5081 for information on briefs and SOPs on purging.

B. POC for the Battle CPT at Camp Arifjan is DSN 318-430-5272/5273.

C. POC for Arifjan Wash Rack cell 689-0232/756-0192. Wash Rack cell for office is 787-2874.

D. POC for the 321st MMC at Camp Arifjan is SFC Gordon, SSG Askeland, and/or SGT Bostick DSN 318- 430-5477/5415 Cell 965-720-9834. The following are Camp Arifjan POCs to schedule a SNIFF Test:
Glen.Gordon@arifjan.arcent.army.mil
Sidney.Askeland@arifjan.arcent.army.mil
Adrian.Bostick@arifjan.arcent.army.mil.

11. Point of contact for this memorandum is SFC Gordon, SSG Askeland, or SPC Bostick at 430-5415.

JERRY C. JONES
LTC, GS
CFLCC C-4 POL BRANCH CHIEF

Annex 10 – Washrack Operations

1. Attend the D/R OPS Redeployment Assistance Briefing on Camp Arifjan. Contact D/R Ops Washrack Cell to coordinate location.

2. Required attendees include UMO and Supply SGT. Required items are the CFLCC or MNC-I Redeployment order and OEL/UDL.

3. Come to the D/R OPS wash rack section only after completing TC-AIMS and JOPES Input (72 hr time frame). The unit must have orders and/or JOPES validation in order to schedule a tentative wash rack date.

4. Units will be issued a wash rack ticket once we receive unitsr orders and a **"V"** is in the SSF column of the JOPES report. (105IR.Validation Report)

6. Attend the wash rack safety and usage briefing currently conducted M, W, and F at 1000 at the appropriate wash rack.

7. Monitor daily the website for the wash rack schedule (www.swa.arcent.smil.mil) D/R OPS– Redeployment

8. Contact the ASG controlling the wash rack or D/R Ops for reporting instructions, dates, and times. Equipment will stage at wash site no earlier than 48hrs prior to wash date.

9. Prior to entering the Wash Rack:

a. Drop secondary loads, they are not authorized.

b. Equipment must be secured in its container.

c. Remove excess dirt, mud, and rocks from all vehicles in an effort to make unitsr wash rack operation more efficient.

d. Ensure only basic issue items (BII), fire extinguishers in the metal bracket and tarp remain on the vehicle.

10. Ensure vehicles have 1/2 to 3/4 tank of fuel and tie down shackles are present.

11. Ensure vehicles have MSLs and AMC plaques attached.

12. Arrive at unitsr designated wash rack as instructed and present unitsr wash rack ticket to the wash rack operators. Additional MSLs must be in the vehicle!

13. After washing and passing the CBCA Customs inspection, Customs will assist in staging unit equipment for movement assigned sterile lot position.

14. Apply remaining MSLs to vehicles as identified in Annex 4. The UMO or Unit Rep must attach the MSL/ASL and RFID Tag to the vehicle before entering the sterile lot.

15. Sterile lot managers will not allow any vehicle to enter without documentation and shackles.

SAFETY ON THE WASH RACK

Horse-play is not tolerated in the wash rack area, nor are soldiers authorized to "Hose Down" themselves or their fellow soldiers.

Unit leadership is expected to enforce these standards or risk eviction from the wash rack.

BE aware, water may contain elevated levels of bacteria.

Units are not allowed on the wash rack without a scheduled wash rack time.

Protective clothing must be worn while on the site.

Approved safety goggles or other approved protective eye wear must be worn at all times.

Ground guides are required within the wash rack area at all times while vehicles are moving.

High-pressure washers are available for equipment cleaning. NOTE: These washers can cause serious injuries if misused.

POC'S: Wash rack scheduling SFC Robert Gilbert & 1LT Devon McNeal (430-5081), 247th CSB (430-7557), 115th ASG (430-5810).

Annex 11 – Sterile Yard

1. GENERAL:

a. The purpose of the Sterile Yard is to stage vehicles in a secure area while awaiting a Call Forward to go to the Port. The Yard is designed to maintain customs integrity on vehicles leaving the Wash Rack and prior to the departure of the unit.

b. The importance of maintaining sterility is explained as follows:

i. Soil from the Middle East presents the single most serious threat to U.S. agriculture.

ii. Soil harbors several different pests that could do great harm to U.S. agriculture.

Microscopic nematodes that attack our potato and tomato crops could be hiding inside the soil on dirty boots.

iii. Soil can also contain Pathogens and a variety of insects. The deadly foot and mouth disease virus could be in the soil on vehicles, gear, or boots.

iv. Careful examination must be made on: Vehicles, Personal gear, Equipment, Cargo, and Weapons.

c. DD Form 2855 is the military customs clearance label. It is the ticket to enter the Sterile Yard; DD Form 2855 will be filled out and stamped with a customs clearance stamp certified by the Customs and Border Control Agents at the wash rack. In addition the serial number controlled metal seals will be maintained intact. A Customs Agent will escort vehicles from the wash rack. Units will report to the MCT office and log their vehicles. Units will enter the Sterile Yard in UIC order and staged accordingly. Vehicles will line up by UIC. When provided with a Call Forward and Convoy Clearance, units will be allowed to deploy to the Port.

2. RESPONSIBILITIES:

a. Customs Personnel

i. There are 24 hour Customs Guards at the yard who ensure that contraband is not placed into the vehicles and individuals can not tamper with the vehicles.

ii. Customs Agents will escort any soldier (or civilian) needing to enter the Yard.

iii. Customs Agents will provide entry control procedures for personnel entering the lot by logging soldiers in and providing them with an identification card. Customs Agents will enter items into their log-book and will perform hourly checks on the security of the lots. All gates will be kept closed unless vehicles are entering from the wash rack or exiting for the port. A DD 2855 will be placed on the left lower inside windshield on all vehicles entering the lots.

b. MCT(KBR) - Civilian Contractors

i. MCT personnel will sign vehicles in and out of the lot and maintain a valid inventory of what is in the lot. ii. All vehicles will be staged in an orderly fashion by UIC. No vehicles will be parked against the fences unless approved by the supervisor.

iii. Non-Roadable and Deadline vehicles will be parked in a designated area by UIC.

iv. MCT will log vehicles out when units receive their call forwards and convoy clearances. They will utilize scanners to scan MSLs in and out of the lot when available. When scanners are not available MCT will utilize log sheets and enter information into an Excel spreadsheet. In the event an MSL is not available the deploying unit will place a temporary placard identifying the vehicle as having gone through the measuring process with DSB. This will indicate to the personnel that it is okay for that vehicle to enter the lots. It is of utmost importance that the MCT has an exact inventory of what is in the lot.

c. Redeploying Units

i. Movement to Sterile Lot:

1). Once equipment is in the sterile lot, it will only be moved to the SPOD and only with a customs escort.

2). Once placed in a lane by the MCT, units will NOT move vehicles or rearrange them unless directed to do so by the MCT.

3). All equipment will have MSLs, (or temporary placards) and DD 2855.

4). Ground guides will be used to move vehicles and units will coordinate all access to the yard through the theater MCB OIC/NCOIC.

5). Shackles are required on all vehicles as they enter the sterile yard and vehicles will be in their lowest configuration to include trailers and secondary loads (no metal on metal allowed). All bows, railings, and loose items will be secured before entering the Sterile Yard.

ii. Movement from Sterile Lot:

1). Units will not receive a call forward message or enter the Sterile lot unless you have properly submitted your JOPES Level IV data.

2). Units will not move from the Sterile Lot without a valid call forward message.

3). After receiving your call forward message immediately call your KNB MCT or MCB HTD office and request an SP time to move from the sterile lot to the SPOD.

4). Arrive at the Sterile Lot at least 4 hours prior to your intended SP time on the day of movement to the SPOD. Movement to the SPOD is tightly regulated and if the unite misses its SP time it will not be able to move. There are frequent issues with this movement, and the 4 hour window ensures a unit does not miss their SP time.

5). Unit leadership will be responsible for safety briefs for their convoys and are responsible for the safety of loading operations.

6). Units can not leave the sterile lot without a customs escort unless directed to do so explicitly by customs. Doing so will necessitate rewashing all vehicles and may result in the unit missing its movement window.

7). Unit will provide own force protection (this is in addition to any KMOI or KMOD or customs escorts that are required).

8). If you sustain a breakdown en route, try to self recover. If this requires opening sealed items (such as BII on a wrecker) then you must return that vehicle (the one used as the recovery vehicle not the broken down vehicle) to the wash rack, wash it, and get a new customs inspection. Report to the personnel at the wash rack and they will speed this vehicle through the process so you can get that recovery vehicle down to the SPOD in a timely manner.

9). Refer to the Escort Rules to determine if your movement from the SPOD requires a KMOI or KMOD escort in addition to the customs escort (this will be the case for most units).

10). Submit a TMR 48hrs out for a bus to pick up your personnel at the SPOD after they have dropped off your unit equipment in the redeployment yard. (Otherwise they will be stuck there).

CRITICAL INFORMATION: Report any accidents or any unauthorized entries to Kuwait Emergency Services at 99-777. If no one answers, call the Law Enforcement Desk at 430-1343. In addition, the Customs Personnel will report discrepancies to their Sergeant of the Guard.

3. Theater MCB

a. Theater MCB is responsible for the oversight of operation of the yards and for briefing the sterile lot operations during the redeployment briefings.

b. Theater MCB will coordinate with redeploying units to ensure the guidelines of this SOP are met.

c. Theater MCB personnel will be responsible for the proper alignment and accountability of vehicles and will monitor the fullness of the lots.

d. They will notify the Sterile Lot Manager when the yard reaches an 80% fill at 430-5296.

4. Theater ASG

The Theater ASG is responsible for the entire maintenance of the sterile lots and will ensure that the lots are graded and level at all times. Additionally, they are responsible for the maintenance of the lighting in the sterile lot and policing the area.

5. Sterile Lot Guidance

a. Releasing vehicles from sterile lots

i. Check all forms to ensure they are still readable. If they are not readable or if there is no form, verify vehicle is sterile and attach a new form 2855.

ii. If a vehicle is not clean direct it to the local wash rack to be cleaned and re-inspected. Then, attach a new form on the lower corner of the inside of the windshield in front of driver.

iii. If there are secondary loads, make sure all are annotated on the customs form and that seal numbers are annotated.

iv. If the vehicle has tents and/or cammo systems in the back; make sure these are included on the customs form in the vehicle windshield or on the trailer.

v. If vehicles have locks on any part of the vehicle or equipment, it must have a seal. If there is equipment in a container or compartment of a vehicle, it must be sealed and locked. If there are empty compartments on a vehicle, no seal is required; however it must be empty and clean.

vi. Ensure that DD Form 2855 is on all separate items. DD Form 1253s are not authorized and if present, should be removed and replaced with a valid form.

b. Procedures for accepting vehicles in sterile lots

i. Inspect all vehicles entering the sterile lot.

ii. Do not allow any vehicle that does not meet customs or agricultural standards into the sterile yard.

iii. If a deficiency can be easily corrected, have the driver pull the vehicle off to the side and make the corrections while allowing other vehicles to continue through the inspection/entry process. Do not hold up or turn away an entire convoy due to one or two vehicles not meeting standards; only delay or turn around those vehicles that don't meet the standard. Correct deficiencies on the spot if possible.

iv. Ensure drivers clear out all trash before allowing the vehicle to enter.

v. Ensure drivers roll up all windows before allowing vehicles to enter.

vi. If a vehicle is dirty, turn it around and send it back to the location it came from. There are no personnel available at sterile lots or the SPOE to clean vehicles and equipment. Dirty or non-inspected vehicles will not be allowed in the sterile yard.

c. Vehicles that come to sterile yards that do NOT meet standards contact the wash rack and give the following information:

i. Customs Representative's name, date/time, stamp # and origin.

ii. Vehicle or equipment description, vehicle or container number, and describe deficiencies/problem.

iii. Contact the Theater MCB before allowing vehicles into the yard.

6. KEYS TO SUCCESS

a. Adhere to all safety rules.

b. Have unit representatives, report to Sterile Lot OIC/NCOIC and provide contact information.

c. Units must understand their equipment density.

d. Unit equipment will be escorted by customs upon leaving the wash rack.

e. Unit equipment must have shackles and must be reduced to lowest configuration to include trailers and secondary loads. No metal on metal contact and all bows and railings will be removed and secured.

f. Unit representatives must understand that once equipment enters the Sterile Lot access is restricted until the day of their call forward.

g. Vehicles will be directed by Sterile Lot personnel and staged by UIC.

h. Routine maintenance on vehicles will not be conducted in the Sterile Lot.

i. Unit personnel need to be in full uniform (DCUs and KEVLAR) and responsible for food and water during convoys.

j. The unit representative is responsible for presenting the call forward message to the Sterile Lot personnel.

k. Departing convoys will depart the Sterile Lot on time.

l. Unit representatives should conduct backwards planning to ensure their equipment is prepared for the convoy departure time.

m. Report any accidents immediately to the Sterile Lot OIC/NCOIC.

Annex 12 – Sea Port of Debarkation(SPOD)

1. Provide guidance to redeploying units on the required procedures to successfully conclude the unit redeployment process.

2. SDDC units, specifically, the 595th TTG, is the Port Commander for the Port of Shuaiba, KU (SPOD). The 595th and TACON units manage the reception, staging, and onward movement of cargo from the SPOD.

3. The unit redeployment process dictated by CFLCC OPORD 05-07 is the preferred method for redeploying units to utilize.

a. This process and the directed steps have been developed by analyzing the "legacy process" and incorporating lessons learned from previously redeploying units.

b. Changes were made to the business rules in an attempt to create a "one-stop-shop" for the redeploying unit. The most critical step to this process is the timely and accurate input of your unit data into TC-AIMSII.

c. Follow the Unit Line Number (ULN) building guidelines recommended to alleviate the need for your Unit Movement Officer (UMO) to input your unit data more than one time. Changes, additions and deletions to your data will delay your units' movement through the process.

d. Redeploying units must coordinate with the Deployment Support Brigade (DSB) for a Redeployment Support Team (RST) to assist in Unit Equipment List (UEL) development while in the IZ.

e. Units must coordinate with the Container Management Element (CME) to determine their container status prior to loading or shipping their container.

4. The Process:

a. Unit is aligned with other redeploying units based on each units Available to Load Date (ALD). ALD means that each specified piece of equipment is validated for redeployment, has been entered into TC-AIMSII, been T-validated by USTRANSCOM, has been washed and customs cleared, and is at the SPOD prepared to load on the vessel.

b. By ALD (-180) the unit should attend a Pre-Redeployment Site Survey (PRSS). As part of this survey, the unit representative(s) receives a tour of the SPOD, coordinates with SDDC and the 143rd Fusion Cell for an update on port operations and lessons learned.

c. By ALD (-120) the UMO must visit the DSB website, which is found under the MACOM SDDC tab found on Army Knowledge Online (AKO). This website has a UMO Execution matrix and Synchronization matrix detailing the entire process with milestones.

d. By ALD (-20) the unit moves all containers going straight from the IZ to the SPOD on one ULN. Containers not sent at this time should move on the ULN with the other redeploying unit cargo. The DSB can allocate a

Redeployment Support Team to assist the UMO, create your Military Shipping Label (MSL) and burn your RFID tag.

e. In order for your container to be allowed in the SPOD staging area, it must have followed all of the requirements listed in the redeployment support guide found on the AKO website.

f. By ALD (-15) the unit closes on the Redeployment Assembly Area (RAA). Redeploy by ULN; coordinate/plan your movement to the RAA so that 100% of each ULN arrives at the RAA at the same time. You must have a complete ULN on the ground to complete the TC-AIMSII process.

g. By ALD (-10) your TC-AIMSII file is sent to JOPES to receive V-validation by CFLCC. Once your cargo has received its V-validation in JOPES, your WPS file is sent to the SPOD where it is forecasted for placement on a vessel.

h. The UMO/LNO arrives at the SPOD to start coordinating and planning for the movement of equipment to the SPOD.

i. By ALD-8, after USTRANSCOM has T-validated the lift requirement for your cargo, it is allocated to a vessel and a Call Forward Message (CFM) will be sent. The CFM will identify what vessel you have been allocated to, your movement window to the SPOD, and your supercargo requirement, if you have one. Your CFM movement window is normally 3-4 days and your equipment should move as soon as practicable in that widow.

j. Your CFM is found on the CFLCC website at www.swa.arcent.army.smil.mil. You are encouraged to telephone the Call Forward Officer at 965-618-1142 or DSN 318-238-1035 twenty-four to forty-eight hours after the DSB has sent your WPS file to ensure correctness and coordinate for the dates for your movement (Call Forward window) to the port.

k. Your equipment will move to the SPOD by ULN in a vehicular convoy or by utilizing Common Use Lift Trucks (CULT). The UMO will coordinate with the local Movement Control Team (MCT) for road space usage and for CULT assets.

l. Your ULN should be at the SPOD no later than ALD (-2). Unit LNO will meet the convoy and escort them into the sterile lot. As your equipment is being staged for load on the vessel it goes through a "rinse rack" to remove accumulate dust and debris.

m. The SPOD utilizes the Military Shipping Label (MSL) to track your cargo. This MSL is scanned and tracked utilizing the World Port System (WPS). Reconciliation of your Reception Status (RSTAT) is an important task for the UMO to manage.

1.) Once your ULN has been allocated to a vessel and the data is input into WPS, it will be in RSTAT-1. This means that we have assigned your cargo to a vessel and are awaiting its arrival at the SPOD. Reconciliation of RSTAT-1 must occur if your unit has missed its CFM movement widow and/or you believe that your equipment is at the SPOD.

2.) A WPS scanner will receipt scan your cargo as it arrives at the SPOD and it will move to a RSTAT-5 status. Once in RSTAT-5 that piece of equipment is the responsibility of the SPOD. As your equipment is loaded on the vessel it enters RSTAT-7 status and when the vessel departs it will be in RSTAT-9.

n. By ALD (-2) ALL unit equipment allocated to the vessel must be at the port and be prepared to load.

o. Additionally, the unit Port Support Activity (PSA) personnel arrive at the port. For PSA, this date is actually 2-days prior to vessel arrival because the vessel allocated to your unit may be plus or minus a couple of days from your ALD. Your unit representative will coordinate with the SPOD for the specific date of PSA arrival. The amount of PSA required is based on the quantity of rolling stock being redeployed. The unit will provide one soldier, with appropriate license, for every ten pieces of rolling stock (wheels, track and trailers) and two NCOICs, one for day and one for night operations. PSA are TACON to the SPOD yard management unit.

p. At ALD your unit (if required) will be prepared to provide super-cargo. Super-cargo personnel travel on the vessel with the unit equipment. The requirement for super-cargo is normally placed on the largest unit on that vessel. The amount depends on the size of the vessel and the vessel Captain's preference. Volunteers for super-cargo can be coordinated with the SDDC Call Forward Officer.

4. Equipment:

a. LNOs reporting to the SPOD will be provided a NIPR/SIPR drop at the Fusion Cell. The unit must provide the computer.

b. LNOs should have their own dedicated vehicle and cellular telephone to facilitate his/her duties.

c. All soldiers working at the SPOD require the proper PPE; hard hat/Kevlar and reflective belt/vest.

5. Lessons Learned:

a. The unit is authorized to send containers straight to the SPOD or Port of Shuaiba. Utilize one ULN to do this.

b. Containers must be documented and placarded appropriately. Ensure that RFID tags have fresh batteries.

c. Containers must have MSL, be customs inspected, customs sealed and have proper documentation to enter the SOPD. Frustrated containers will be diverted from the port.

d. Sensitive items containers must reflect the appropriate commodity code (4) identifying the risk type and handling code.

e. Order purge supplies and placards early, they are a unit responsibility. ALL tankers must be purged.

f. Build a separate ULN for equipment that may be harvested, is Theater Provided Equipment, Army Reset Equipment or Stay Behind Equipment (SBE). Move all other ULNs prior to sending this one to the RAA. This ULN

will require changed and deletions and your other ULNs can continue through the redeployment process without unnecessary delay.

g. Units leaving their equipment for another unit to ship should provide the SDDC Call Forward Officer with a valid Point of Contact that has the ultimate interest in the disposition of the equipment.

h. Distinctively mark your equipment so that it may be easily recognized.

i. Visit the DSB website. Look under the UMO tab and review and utilize the Synchronization and Execution matrix.

j. Remove all OLD labels and placards. Additionally, properly affix NEW labels and placards in the appropriate locations.

k. LNOs should reconcile RSTAT-1s and RSTAT-5s daily. Predict when your equipment will be available to move, and submit your Theater Movement Requests (TMR) early.

l. If the rolling stock is road able, plan to utilize unit drivers to convoy the cargo to the SPOD.

m. PSA personnel are required to be at the SPOD forty-eight hours prior to vessel arrival. These drivers can be utilized for convoy operations prior to that date.

n. Splitting ULNs is not a good idea. There are many second and third order issues created by doing this. Plan accordingly and close each ULN in order at the RAA.

o. Call the SDDC LNO with any questions 965-674-9463 or the Fusion Cell dsn-318-825-1511/1521.

Annex 13 - Safety:

Safety is the foundation upon which a successful redeployment depends. No unit wants to go to home station with someone missing from their formation, because they had a Soldier, Sailor, Marine, or Airman get injured while processing equipment from the theater. Everyone should use COMMON SENSE during operations to reduce hazards. Safety briefs should occur during each portion of the redeployment process. These briefs should include these points but not be limited or restricted to:

1. Convoy Safety.
    a. When hauling trailers, use cotter pins, safety chains, and wiring harnesses.
    b. Observe all posted speed limits, or travel under the speed limit if conditions deteriorate. Maximum authorized speed limit for tactical vehicles is 45 MPH/72 KPH, unless posted or weather/visibility dictates slower travel speeds.
    c. Make sure all drivers are properly licensed and experienced with the equipment they operate.
    d. Employ ground guides.
    e. Make sure all loads are properly chained and secured.
    f. Kevlar/helmets are required in all tactical vehicles.
    g. Hearing protection is advised in most tactical vehicles.
    h. Use of seatbelts is mandatory in vehicles so equipped.
    i. During periods of high winds, or high vehicle volume, driving conditions may become extremely dangerous by sand/dust in the air. Visibility can be reduced down to zero. Convoy commanders should plan for these conditions, reduce speed, and space their vehicles accordingly. Check with your local Movement Control Team (MCT) for road/route conditions.
    j. Every soldier must have adequate water and at least one Meal-Ready-to-Eat (MRE).
    k. A minimum of one functional cell phone is required for each military movement.
    l. At a minimum, the trail and lead vehicles of each military movement must have communications between them (cell phones and/or radios).
    m. Convoys will obey all traffic laws/regulations except when under attack or escorted/directed by Kuwaiti police, Kuwaiti Ministry of the Interior (KMOI), or Kuwaiti Ministry of Defense (KMOD) personnel.
    n. Maximum height of all overpass bridges in Kuwait is five (5) meters. It is a unit responsibility to ensure equipment meets height and load weight restrictions.
    o. All drivers must be briefed on the irregular driving practices/habits of the local civilians.

2. Four Corners (4C).
    a. As each convoy enters the 4C, safety/process briefs will be conducted by the site operators. All soldiers in the convoy will dismount their vehicles and attend. The agency responsible for the 4C operation may give additional briefings as required.

b. All vehicles will have a ground guide to the end of the gravel download lanes area.

c. The speed limit through the 4C lanes is five (5) MPH. It is 12 MPH after the gravel area.

d. Kevlar will be worn by all soldiers at all times while in the 4C until the end of the gravel area.

e. All weapons must be cleared before entering the lanes. Clearing barrels are located at the lanes entrance amnesty boxes.

f. Horse-play is not tolerated.

g. Drink water to stay hydrated. Water is available upon request.

3. Wash Rack.

a. Unit leadership is expected to enforce these standards or be evicted from the wash rack.

b. Horse-play is not tolerated in the wash rack area, nor are soldiers authorized to "Hose Down" themselves or their fellow soldiers.

c. Protective clothing must be worn while on the site.

d. Approved safety goggles or other approved protective eyewear must be worn at all times.

e. Ground guides are required with the wash rack area at all times while vehicles are moving.

f. High-pressure washers are available for equipment cleaning. NOTE: These washers can cause serious injuries if misused.

4. Sea Port of Debarkation/Embarkation (SPOD/E)

a. All personnel are required to wear their Personal Protective Equipment (PPE) or have it accessible depending on the conditions.

b. Prevent Heat Casualties. Water is located in all yards. Ice is located in the LSA and in the Deployment Yard. Follow the Work/Rest/Water Consumption Tables. Leaders must know their soldiers.

c. Commanders are required to have a RISK ASSESSMENT completed before any operation begins. The 143rd SPOD/E Safety Office will spot check operations to ensure that Risk Assessments are being performed by commanders.